REGISTERED No. 17—1874.

The Bombay Gazette.

No. 7,918.—New Series. BOMBAY:—MONDAY, JUNE 22, 1874.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—
First insertion ... Rs. 5
Second do. ... „ 2 8
Third do. ... „ 2 8
Fourth and succeeding insertions ... „ 0 2½ As. a line, but no Advertisement counted as less than eight line

LONG ADVERTISEMENTS.

First insertion ... 8 As. per Line.
Second do. ... 4½ „ „
Third and succeeding ... 2½ „ „
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable me special contracts may be made.

All Advertisements are charged according to the space occupied Nonpareil, or the smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette.*"

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "JAVA," 1,465 Tons, 180 H.P., Commander W. Starratt, will be despatched on THURSDAY, the 25th June 1874, at 4 p.m.

June 1874.		July 1874.	
Leaves BOMBAY	25	Leaves Madras	10
„ Carwar	27	„ Coconada	12
„ Narrakal ... July	1	„ Vizagapatam	13
„ Allepy	1	„ Bimlipatam	13
„ Tuticorin	3	„ Gopaulpore	14
„ Colombo	4	„ False Point	15
„ Galle	5	Arrives at CALCUTTA	17
Negapatam	8		

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritimes Company's Steamers, which run regularly.

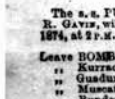
During the South-west Monsoon, viz., from 17th May 1874, to the end of August excepting at Carwar, it is uncertain whether communication can be maintained with the ports on the Malabar Coast. The Steamers will however call at these ports weather permitting. Passengers can almost always be landed at Narrakal, six miles north of Cochin, and at Alleppey.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

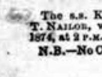
The s.s. PUNJAUB, 1,020 Tons, 200 H. P., Commander J. R. Gavin, will be despatched on WEDNESDAY, the 1st July, 1874, at 2 p.m.

July 1874.		July 1874.	
Leave BOMBAY	1	Leave BUSREH	20
„ Kurrachee	5	„ Mahomerah	20
„ Guadur	8	„ Fao	21
„ Muscat	9	„ Bushire	22
„ Bunder Abbas	10	„ Bahrein	23
„ Linga	12	„ Linga	26
„ Bushire	14	„ Bunder Abbas	28
„ Koweit	14	„ Muscat	30
„ Fao	16	„ Guadur ... Aug.	1
„ Mahomerah	16	„ Kurrachee	4
Arrive BUSREH	17	Arrive BOMBAY	7

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the Monsoon despatch a Steamer to Kurrachee every WEDNESDAY, at 2 o'clock.

The s.s. KURRACHEE, 510 Tons, 120 H. P., Commander T. Nailor, will be despatched on WEDNESDAY, the 24th June 1874, at 2 p.m.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

HARBOUR STEAM FERRIES.



UNDER Contract with Government, STEAM FERRY BOATS ply across the Harbour daily, stopping at the under-mentioned Bunders:—

Fares from Bombay to

	1st Class. Rs. a. p.	2nd Class. Rs. a. p.	3rd Class. Rs. a. p.
Oorun	2 0 0	0 8 0	0 4 0
Hog Island	2 0 0	0 12 0	0 6 0
Oolwa	3 0 0	0 12 0	0 6 0
Rewas	2 0 0	0 12 0	0 6 0
Dhurrumtur	3 0 0	1 0 0	0 8 0

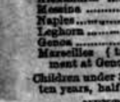
The Oorun, Hog Island, and Oolwa Ferry Boat leaves Carnac Bunder daily at 8 a.m., and returning leaves Oolwa at 11 a.m.

The Rewas and Dhurumtur Ferry Boat leaves Carnac Bunder daily at 9-30 a.m., and returning leaves Dhurumtur at 1 p.m.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay, 17th December 1873.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st, *of each month.*

PASSENGERS, RATES. (Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	38	25	9-10
Messina	50	34	11
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

(1st and 2nd Class: Including Wine. 3rd Class: Without food.)

Children under 3 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY:—
"PERSIA," to sail on WEDNESDAY, 1st July 1874.
"ARABIA," to sail on SATURDAY, 1st August 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 1st January 1874.

ROWLAND AND CO., SADDLERY AND HARNESS ESTABLISHMENT, 19, MEADOW STREET AND RAMPART ROW, BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 26th June, 1874, at 3 p.m., from Mazagon.



THE P. & O. Co.'s s. s. DELHI, (2,178 Tons, and 400 H.P.,) Captain G. Lee, will leave for Suez, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London, and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Cargo for Liverpool will be forwarded either direct or by Steamer, to London or Southampton, and thence by rail or steamer.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 a.m., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 p.m., precisely, on the day of sailing.

F. D. PARKER,
Acting Superintendent.

Bombay, 19th June 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 29th June 1874, at 3 p.m., from Mazagon.



THE P. and O. Co.'s s. s. TEHERAN, (2,333 tons and 400 H.P.,) Captain A. H. Johnson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 26th June.

F. D. PARKER, Acting Superintendent.

Bombay, 1st June 1874.

CONSIGNEES of CARGO per s.s. PARANA, arrived from GLASGOW and LIVERPOOL, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunder.

No Claims will be admitted for damage or short delivery under any circumstances unless passed by the Captain before departure of the Vessel.

W. & A. GRAHAM & Co.,
Agents s.s. Parana.

Bombay, 17th June 1874.

SALES BY AUCTION.

JEHANGEER HORMUSJEE & COMPANY, No. 12, APOLLO STREET, FORT.

WEEKLY AUCTION SALE.

On WEDNESDAY next, the 24th instant, at 1 p.m., Messrs. JEHANGEER HORMUSJEE and Company will sell by Public Auction, at their Auction Room, No. 12, Apollo Street, Fort, the following, viz.:—

A variety of sundries, comprising of waterproof scarfs, lots of gentlemen caps, helmet, cocked hat, hand sewing machine, glass inkstands, shaving boxes, chest boards, spring dalls, lead pencils, gilted albums, white wine vinegar, picture papers, large pictures in maple frames, brass table time-pieces, meat safes, 25 cases of China paper umbrellas.

Furniture, consisting of blackwood carved chiffoniers, large and small round tables, pier tables, carved easy chairs with spring, full-carved lady's writing table, teapoys, reclining couches, sofas, perambulators, cradles, folding chairs, &c., &c.

A quantity of grey and coloured piece goods, such as grey shirtings, madapollams, jacconets, prints, dhoties, chintz, &c., &c.

JEHANGEER HORMUSJEE & Co.

Bombay, 22nd June 1874.

BOMONJEE DOSSABHOY, AUCTIONEER, No. 6, FORBES STREET.

FOR SALE ON COMMISSION.

A new Buggy with Lamps painted dark green lining to match.

Also

A Second Hand English built Brougham in good order.
The property of D. Nicolson, Esquire.

A nearly new Madras-built Dog Cart, with lamps, in excellent order, by Leggett and Sons.

The property of a gentleman.

A Calcutta-built high wheeled Dog-cart with lamp by Cook & Co., in perfect good order.

The Property of G. T. Molecy, Esq., proceeded to Europe.

A Second-hand English-built Dog-cart, with moveable hood, in excellent order, and a set of Harness.

The Property of a Gentleman that has left Bombay:—A first-class rosewood, tricord, check-action Piano, by Haines Brothers of New York. To be seen at the rooms of the undersigned. The above instrument cost the importer Rs. 1,400 and is one of the finest pianos in India.

And Also,

2 New Light Palanquin Office Shigrams with lamps to be sold under guarantee.

One light English-built nearly new miniature Brougham, two new boat-shaped Open Carriages, self-driving Phaetons, also a few sets plated and brass-mounted single Harness, Carriages and Buggy Whips, and few pairs of steel pole chains and Carriage Lamps.

BOMONJEE DOSSABHOY,
Auctioneer and Commission Agent.

Bombay, 22nd June 1874.

MENESSE AND COMPANY.

AUCTION SALE of Valuable Landed property in new Soonapoore Street, near Trinity Chapel.

Messrs. MENESSE & Co., Auctioneers, are instructed to sell by Public Auction, on the Premises, this day Monday, the 22nd day of June 1874, at 4 o'clock p.m., by order of Mr. Framjee Sorabjee Wadia, the Mortgagee, under the power of sale contained in the Indenture of Mortgage, and further charge dated 21st day of May 1870, and the 5th day of February 1872, respectively, and on account and at the risk of Jumsetjee Pestonjee Madun, the Mortgagor, the undermentioned valuable property:—

All that piece or parcel of Government land or ground, with the Messuages or dwelling-houses, standing thereon, situate, lying and being without the Fort of Bombay, on the South side of the New Soonapoore Road, in the sub-district of Booleshwur, containing by admeasurement, about three hundred and seventeen (317) square yards be the same little more or less, and assessed by the Collector of Assessment under No. 3, and assessed by the Collector of Land Revenue under No. 1,149, and bounded as follows:—that is to say on or towards the east by the sweeper's passage and the house of Maneckjee Nowrowjee Jevary, and on or towards the west by the house of Eduljee Cowasjee Bisnee, on or towards the south by the house of Dinshaw Maneckjee Petit, on or towards the north by the New Soonapoore Road, and which the said premises were formerly in the occupation of Dadabhoy Nusserwanjee Bhownaggree, Byramjee Rustomjee Antia, and other tenants, and are at present in the occupancy of Bomonjee Rustomjee, Byramjee Rustomjee Autia and other tenants.

Particulars and conditions of sale may be inspected at the office of the Auctioneers, or at the premises on the day of sale.

MENESSE & Co.

Bombay, 22nd June 1874.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as "EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above must not be confounded with "E WBANK'S NAILS," the quality of which is so well appreciated as being far superior to that of any other make.

Dos Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

"THE TERAI HAT."

A SOFT HAT FOR WARM CLIMATES.

Can be folded and closely packed without damage. Especially adapted for travelling purposes.

MESSRS. ANDRE, HATTERS, 127, NEW BOND STREET, LONDON,

Direct the attention of Ladies and Gentlemen to their New "TERAI HAT," highly recommended by HIS EXCELLENCY THE RIGHT HONOURABLE THE LATE EARL MAYO.
The Right Honourable EARL WICKLOW.
Col. H. RAMSAY, Commissioner of Kumaon, N.W. Provinces
Lieut.-Col. THOS. BAUGH, Almorah, N. W. Provinces.
Major OWEN TUDOR BURNE, &c., &c., &c.

Forwarded retail post free to any part of India, price 23s. 6d. Trade Orders promptly attended to.

Sir,—I am happy to be able to speak in the highest terms of your "Terai Hat," for EASE, COMFORT, CONVENIENCE OF PACKING, AND DURABILITY. Although the Hat is hardly a sufficient protection for the head in the extreme heat of the Plains of India, YET FOR ALL WORK IN THE HILLS AT ALL SEASONS, FOR JOURNEYS, AND FOR GENERAL WEAR IN THE COOLER WEATHER IN THE PLAINS, it is admirably adapted. The late Earl of Mayo constantly wore your "Terai Hat," which was recommended to him by Colonel Ramsay.

I remain, yours faithfully,
O. T. BURNE,
Late Secretary to His Excellency the late Earl of Mayo.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE ORIGINAL AND ONLY GENUINE.

The Public are CAUTIONED against the unfounded statements frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The method and secret of the preparation have never been published. It is obvious, therefore, that anything sold under the name, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effect and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases:—Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, and J.T. Davenport, that he had received information to the effect that the only remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (Dec., 1865) that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"CHLORODYNE is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."

CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer.—J. T. DAVENPORT, 33, GREAT RUSSELL ST., BLOOMSBURY, LONDON.

Sold in Bottles at 1s. 1½d., and 2s. 9d., 4s. 6d.

NEW ADVERTISEMENTS.

THE TAYLOR MEMORIAL FUND.

SUBSCRIPTIONS to this Fund should be paid in to the ORIENTAL BANK to the Credit of the Undersigned.

J. WESTALL,
W. MARTIN WOOD, } Hon. Secretaries.

Bombay, 19th June 1874.

WANTED, a JAILOR for H. M.'s Jail, Kaladgi. Salary Rs. 75 a month with a House. Testimonials with application, stating knowledge of native languages, English Accounts, Mechanics, &c., to be sent to the address of the SUPERINTENDENT, Jail, Kaladgi. Preference given to European Pensioned Non-commissioned Officers.

INSTRUMENTS FOR MODELLING IN CLAY.

Complete set in wooden case ... nett Rs. 22 8
Ditto for Modelling in Cardboard ... „ 58 8

SURVEYING INSTRUMENTS—LEVELLING and DRAWING INSTRUMENTS of every description.

THACKER, VINING, & Co.

EQUATORIAL HAIR DOUCHE.

UNEQUALLED as a Restorer and Preserver of the Hair.

Instantly arrests baldness, imparts a beautiful gloss, and is a most agreeable toilet requisite.

Per Bottle, Rs. 2-8.

D. S. KEMP & CO.

MELLIN'S EXTRACT, FOR PREPARING LIEBEG'S MILK.

Always a large supply on hand at the SOLE AGENTS FOR INDIA.

D. S. KEMP & CO.

D. S. KEMP & CO., WHOLESALE CHEMISTS AND MANUFACTURERS.
(PRIZE MEDAL, 1873.)
Price List, Wholesale and General, furnished on receipt of card.

SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

AKEODERMA.

(The Stable, Kennel, and Menagerie Friend.)
Eradicates Mange on
HORSES,
DOGS, | CATTLE,
CAMELS, | ELEPHANTS,

And all other pachydermatous animals. Its beneficial effect on the skin is in many cases marvellous; healing sores, removing scars, and restoring hair, in the most unpromising cases and producing a fine healthy coat.

Per Bottle Rs. 1-8; per Doz. Rs. 15.

D. S. KEMP & CO.,
7, ELPHINSTONE CIRCLE, BOMBAY.

TO SMOKERS.

COCONADA CIGARS AND CHEROOTS.

ARRIVAL OF A CHOICE SELECTION PER RAIL, FOR THE MONSOON, PREPARED FROM THE MILDEST TOBACCO.

Many years experience has decided that the LUNKA or COCONADA TOBACCO is the most suitable Smoking during the present season, being less susceptible to damp, and attracting less moisture than the Trichinopoly, Pondicherry, and other Indian Cigars. A free easy Smoke is always ensured.

AN EARLY INSPECTION IS RESPECTFULLY INVITED.

LEISURE HOURS.
DOLLY VARDENS.
BABINGTONS.
BURMAHS.
SEDANS.
OFFICE.

MANILLA CIGARS AND CHEROOTS.

JUST RECEIVED A SMALL PARCEL OF THE FOLLOWING RARITIES:

IMPERIALOS, in Boxes of 125,	per Box		Rs.	21
VEGUEROS	do.	do.	do. „	18
CABALLEROS	do.	do.	do. „	17
LONDRES	do.	do.	do. „	9
CAVITE ESMERADO, per 100			do. „	9

ALSO A CHOICE STOCK OF NOS. 1 AND 2 CIGARS AND CHEROOTS.

CAVITE AND FORTIN BRANDS.

FOR PRICE LIST APPLY TO

J. NEUBERG,
MEADOW STREET,
BOMBAY.

GALVANIC BATTERIES AND APPARATUS.

SMEE'S BATTERY.

A single cell, quart size, consisting of a strong stoneware vessel, 24 inches of platinum surface, 2 stout zinc plates, and connecting screws ... Rs. 10 8

This is particularly adapted for electro-typing, electro-plating, &c., requires but one exciting solution.

DANIEL'S BATTERY.

A single cell, quart size, consisting of copper vessel, porous jar, zinc bar, &c. ... 10 8

This is suited for all kinds of electrical experiments. It is stronger than Smee's Battery, but requires two exciting solutions.

BUNSEN'S BLASTING BATTERIES.

A complete Battery of 6 cells (3 quart size.)
With connections in strong case;
50 yards Gutta percha Wire;
2 yards Platinum Wire.
Price of the whole, Rs. 135.

A very powerful form of Galvanic Battery, particularly adapted for blasting, quarrying, and similar operations.

ELECTRIC LIGHT APPARATUS.

Self-acting Electric Lamp with Reflector, and Carbon points 65 0
4—10 cell Grove's Batteries for working ditto, with extra stout platinums and strong earthen jars, in cases with connections ... each 110 0
Price of whole complete, Rs. 400.

INDUCTION COIL.

Ruhue Coff's powerful induction Coil, with Commutator and following apparatus:—
1 Discharging Jar, 1 Diamond Jar.
1 Universal discharger with insulating handles.
1 Self-acting revolving apparatus for vacuum tubes, and set of 3 vacuum tubes for the same.
A set of 7 large vacuum tubes.
1 Long vacuum tube.
1 Tartar's Head ditto.
1 "London" ditto.
1—5 Cell Grove's Battery for working the above.
Price of the whole, Rs. 300.

THACKER, VINING, & Co.

MAPS OF INDIA.

FOR SALE, at the "*Bombay Gazette*" Office, a number of MAPS of INDIA similar to those which are incorporated in the *Indian Travellers' Guide.*

PRICE TWO ANNAS.

SPECIAL SHORT ADVERTISEMENTS.

JOHN JONES' AND JAS. McCABE'S GENUINE GOLD AND SILVER WATCHES, CHUBB'S BOX AND LOCK MART, BOMBAY.

YORK HAM, in Cut, As. 13 per lb.; Cooked, Rs. 1-2. Sandwiches, As. 4 and As. 8 per Plate; Cup of Tea, As. 4; Coffee do. As. 4.—BAPTY'S Fort Establishment.

BOOTS BY PARCELS POST FROM LONDON.

THOMAS D. MARSHALL

Sends his First-Class Boots and Shoes for Ladies or Gentlemen

POST FREE

for One Shilling per pair, in addition to his Catalogue Prices.

LADIES' Kid Walking Boots, 18s. 6d.; Enamelled on Glove Kid beautifully made, 21s. and 23s.; Soft House Boots, Satinette or Mock Kid, 5s. 6d.; Morocco, or Grey Linen Slippers, 3s. 6d.

GENTLEMEN'S Elastic Boots for Walking or Dress, 24s.; Porpoise Hide Boots—very soft and strong—Elastic or Balmoral, 36s.; Brown or Enamelled Riding Boots, 70s.

For size send a worn boot, or paper pattern of sole of boot.

Revised Illustrated Catalogues sent Post Free.

All Orders must be accompanied by a remittance. Post Office Orders payable at Chief Office. Cheques crossed "Bank of England."

THOMAS D. MARSHALL,
192, OXFORD STREET, LONDON, W.

NOTICES.

THE CONNON MEMORIAL FUND.

SUBSCRIBERS to this Fund are requested to PAY in the amount of their SUBSCRIPTIONS to the Credit of the Secretaries, at the Oriental Bank.

J. M. MACLEAN,
T. BLANEY, } Hon. Secretaries.

Bombay, 18th June 1874.

BOMBAY SCOTTISH EDUCATION SOCIETY.

BYCULLA SCHOOL—PARELL ROAD.
Head Master—Mr. James McDonald, } With Assistants.
Head Mistress—Mrs. McDonald,
FORT SCHOOL—51, HORNBY ROW.
Head Master—Mr. A. D. Smeaton, } With Assistants.
Head Mistress—Mrs. Smeaton,
Music Master—Mr. Joseph Schmuck.

D. C. BOYD, } Honorary Secretaries.
D. MACPHERSON,

Boarders (Boys and Girls) are received by Mr. and Mrs. McDonald, and by Mr. and Mrs. Smeaton.

Bombay, January, 1874.

NEW MAZAGON LAND COMPANY, Limited.—NOTICE is hereby given, that an ORDINARY GENERAL MEETING of the SHAREHOLDERS of the NEW MAZAGON LAND COMPANY, Limited, will be held at the Company's premises, Powder Works, Mazagon, on MONDAY, the 22nd day of June 1874, at 3 p.m., to transact the following business:—

I. To receive the Report of the Directors and Audited Accounts of the Company made up for the year ending 31st December 1873.
II. To declare a Dividend.
III. To elect Directors.
IV. To elect Auditors for the current year, and fix their remuneration.
V. To consider, and, if approved, to pass the following as a Special Resolution in accordance with the Regulations of the Company.

That the Capital of the Company be increased by the issue of 250 New Shares of Rs. 2,000 each.

By Order of the Board of Directors,
RAMCHANDRA HEMRAJ,
Secretary.

Bombay, 10th June 1874.

N.B.—The TRANSFER BOOKS of this COMPANY will be CLOSED from 19th to 22nd INSTANT.

THE BRUNTON'S PATENT PRESS COMPANY, CALCUTTA, Limited.—At an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY, held THIS DAY, at noon, at the Registered Office of the Company, No. 4, Fairlie Place, Calcutta, the following RESOLUTIONS (passed at the MEETING held on 18th May, were confirmed:—

1.—That this Company be wound up voluntarily.

2.—That Mr. Alfred Joseph Macbay be appointed Liquidator thereof.

3.—That such Liquidator be, and he is hereby, authorised and empowered to sell the moveable and immoveable property, outstandings, credits, and effects of this Company, subject to its liabilities, to a New Company to be hereafter formed, and to receive from the said new Company 1,200 Shares thereof, of the par value of Rs. 500 (of which Rs. 300 per Share will be taken as paid up), to be distributed amongst the Shareholders of this Company in accordance with the number of Shares held by them, and that the said Liquidator be at liberty to, and do, sign all conveyances or other documents which may be necessary to carry out the above object.

SCHOENE, KILBURN, & Co.,
Secretaries and Treasurers.

Calcutta, 4th June 1874.

WITH reference to the above, I hereby give Notice, that I am prepared to deliver to holders of Shares in this Company a similar number of Shares in "The Bengal Jute Pressing (Brunton's Patent) and Manufacturing Company, Limited, and Shareholders are requested to SEND in their SCRIP CERTIFICATES without delay for the purpose of being exchanged.

A. J. MACBAY, Liquidator,
Of the Brunton's Patent Press Company, Calcutta, Limited.
4, Fairlie Place, Calcutta, 4th June 1874.

IN THE COURT FOR THE RELIEF OF INSOLVENT DEBTORS AT CALCUTTA.

In the matter of WALTER NEWTON and ALFRED PRESTON, lately carrying on business in co partnership at Belatee Bungalow, Calcutta, as Wine Merchants and Dealers in Oilmans and other Stores and Provisions, under the firm of PAYNE and COMPANY, Insolvents.

NOTICE is hereby given, that by an Order of this Court made in the above matter and bearing date the second day of June One Thousand Eight Hundred and Seventy-four it was ordered that TUESDAY the first day of December One Thousand Eight Hundred and Seventy-four should be fixed for a Meeting of Creditors for proof of debts of the Insolvents' Bombay Firm of Payne and Company, and that the Creditors of the said Firm of Payne and Company, Bombay, who might be resident in British India, should on or before the thirty-first day of August One Thousand Eight Hundred and Seventy-four, and the Creditors of the same firm who might be resident out of British India should on or before the thirty-first day of October One Thousand Eight Hundred and Seventy-four file in the Office of the Chief Clerk of this Court a statement of the amount of their respective claims against the Estate of the said Insolvents in their said Firm of Payne and Company, Bombay, duly verified by affidavit, and that thereupon the said Chief Clerk should form a schedule of the said Bombay Firm of Payne and Company from the claims so to be filed.

A. B. MILLER, Official Assignee.

Calcutta, 8th June 1874.

AMERICAN DRILLS.

100 BALES PEPPERELL DRILLS, TO ARRIVE BY SHIP "BELVEDERE." PRICE FIVE ANNAS PER YARD, FOR SALE AT TUDOR COMPANY'S ICE HOUSE, BOMBAY.

BANDORA BREWERY.—It has long been a question whether good Beer can be manufactured on the plains of India. Messrs. NORTON & Co. have solved the question in the affirmative, and are prepared to prove this assertion on the highest medical testimony to any person who may choose to visit their Establishment. On analysis their Porter has been declared to be of excellent strength and quality, as free from acid as first-class English Porter, free from deleterious ingredients and made from excellent materials. An equally favorable result has been attained in their manufacture of Beer. At the same time Messrs. N. & Co. will not hold themselves in any way responsible for the quality of Beer or Porter which has not been obtained direct from their Brewery.

Terms Cash as follows:—
Ale or Stout ... Rs. 3 0 per doz. quarts.
Do. do. ... „ 1 14 „ pints.

If taken in quantities of not less than 2 doz. Quarts or 3 doz. Pints delivered in any part of Bombay free of charge.

Cases required for Up-country Orders charged at cost price.

Now Ready,
SECOND EDITION OF
THE INDIAN TRAVELLERS' GUIDE FOR JUNE, 1874,
PRICE—EIGHT ANNAS.
With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The monsoon alterations in the G. I. P., B. B. & C. I. Railway Co.'s Passenger Time Tables will be seen in the Guide.

The Guide, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.

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Scale of Fare for Shigrams, Buggies, &c., in Bombay
Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Terminal, and of the following

Agents:—

Bombay ... Thacker, Vining & Co.; J. and W. Watson & Co. Hormusjee Sorabjee, Bookseller; Hammond's Refreshment Rooms; Messrs. Cooper & Co.; Auckland Hotel; Byculla Hotel; and Messrs. Atmaram Sagoon & Co.
Allahabad ... Kellner & Co.
Alexandria ... D. Robertson & Co.
Bangalore ... "Spectator" Office.
Bombay ... Railway Refreshment Rooms.
Calcutta ... Wyman & Co.
Ceylon (Colombo) "Ceylon Observer" Office.
Egutpoora ... Railway Refreshment Rooms.
Kurrachee ... "Sindian" Press.
London ... G. Street, 30, Cornhill.
Madras ... Higginbotham & Co., "Madras Times," and "Madras Mail" Offices.
Matheran ... Chowk Hotel and Alexandra Hotel.
Ootacamund ... "Observer" Office.
Poonah ... Treacher & Co.; D. S. Kemp & Co.; and Royal Family Hotel

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ON HIRE BY THE MONTH OR SEASON.

SOUNDY & CO., BOMBAY.

BADHAM AND COMPANY'S WATERPROOF CLOTHING.

		Rs. a.		Rs. a.
DRAB VULCANISED NAINSOOK, the lightest material made, warranted not to stick. Coats	from	10 8	to	18 0
SUITS	from	20 0	to	30 0
DRAB VULCANISED NAINSOOK, made of the above material but rather stouter. Coat		15 0		
SUITS		25 0		
DRAB VULCANISED NAINSOOK INVERNESS CAPES, very light	from	27 0	to	30 0
THE NEW MILITARY REGULATION WATERPROOF CAPES, all sizes,	from	40 0	to	50 0
42 Inches Wide, WHITE WATERPROOF SHEETING	per yard	4 8		
62 Inches Wide, DRAB FINE TWILL, Do. do.	„	6 8		

UMBRELLAS.

SILK	from	10 8	to	18 8
ALPACA	from	5 0	to	7 8

PITH HELMETS

COVERED WATERPROOF, very light and well ventilated ... 10 8

TEN PER CENT. DISCOUNT FOR PROMPT CASH.

BADHAM AND COMPANY.

23, RAMPART ROW. BOMBAY.

MRS. LAKE,

MILLINER, DRESS MAKER, OUTFITTER, SILK MERCER, &c.

ESTABLISHED IN 1851.

UXBRIDGE HOUSE, 7, CLARE ROAD, BYCULLA, BOMBAY,
AND
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WATERPROOFS for the MONSOON.

White India Rubber Coats ... Rs. 13-8
White India Rubber Leggings ... „ 4-8
White India Rubber Caps ... „ 3-8
} or Rs. 19-8 suit.

Double Vulcanized White Rubber Coats, extra thick for rough Wear ... „ 11-0
Double Vulcanized White Rubber Leggings ... „ 4-8
Double Vulcanized White Rubber Caps ... „ 3-8
} or Rs. 17-8 suit.

Extra Quality Double-proofed White Rubber Coats, recommended for board-ship wear ... „ 20-0
Extra Quality Double-proofed White Rubber Leggings ... „ 5-8
Extra Quality Double-proofed White Rubber Caps ... „ 3-8
} or Rs. 27-8 suit.

INVERNESS CAPES.

White India Rubber Capes ... Rs. 18-0
White India Rubber Leggings ... „ 5-8
White India Rubber Caps ... „ 3-8
} Rs. 25 suit.

Extra Quality Double-proofed White Rubber Capes ... „ 25-0
Extra Quality Double-proofed White Rubber Leggings ... „ 5-8
Extra Quality Double-proofed White Rubber Caps ... „ 3-8
} Rs. 33 suit.

Any of the above sold separately.

SOU WESTER HATS, each ... Rs. 4, Rs. 4-8, Rs. 5

AMERICAN LEATHER CLOTH.
Of Extra Thickness, for
SEPOYS AND GHORAWALLAS CLOAKS AND PUGREE COVERS.

LADIES' WATERPROOF CLOAKS.

To envelope the entire figure, invaluable to Travellers ... Rs. 10-8 to 25

LADIES' GALOSHES ... Rs. 3 per pair.
GENTLEMEN'S GALOSHES ... Rs. 3 per pair.
GENTLEMEN'S INDIA RUBBER HESSIAN BOOTS, Rs. 12-8 to 17-8

UMBRELLAS.

COTTON:	ALPACA:	SILK:
Rs. 2-8 to Rs. 3-8.	Rs. 5-8 to Rs. 7-8.	Rs. 7-8 to Rs. 20.

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WATSON & COMPANY,

9 & 10 CHURCH GATE STREET, 22 AND 23 RAMPART ROW, BOMBAY.

HOUSES, &c., TO LET.

TO BE LET, FURNISHED, from the 26th instant, for six months, the HOUSE No. 73, Malabar Hill, at present occupied by F. Mathew, Esquire.—To be SOLD at the above, on the 26th instant, a pair of GREY ARAB HORSES, with HARNESS and MAIL PHAETON. Apply to

Messrs. JAFFER SULLIMAN & Co.

TO LET, a convenient HOUSE in Hummum Street, with Comodious Shop. The 2 Upper Stories are equally convenient for a Dwelling house or for Offices. Apply to

JAFFER SULLIMAN & Co.

Also all information can be obtained regarding Buying and Selling. Apply to

JAFFER SULLIMAN & Co.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY,

22, Apollo Street, opposite the Secretariat,

BEG respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition for the bottoms of Steam-vessels, and every description of Engineering Plant for the repairs of Steamers, &c., &c. All articles supplied will be of the best quality and at moderate rates, and Orders will meet with prompt execution, and be carried out in a manner which, they trust, will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention:—

Fancy Fireworks, English Manufacture.
Best Manilla Rope, at Rs. 38 per cwt.
Do. Coir Rope, at Rs. 10 per cwt.
Do. Tarred Hemp Rope (Europe), at Rs. 22 per cwt.
Superfine Wheat Flour, fresh, and Sizing.
Iron Chests and Cupboards of sizes.
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Peacock's and McInnes's Anti-fouling Composition.
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Taps and Dies (Whitworth's), complete in cases.
Low Moor Iron Bars, Plates and Rivets.
Iron, English, Swedish, and Yorkshire, of every description.
Copper and Brass Pipes of sizes.

Roman and Portland Cement in Casks.	Paint Oil, of various sorts.
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Smiths' English Bellows.	Belting of sizes.
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N.B.—The Trade supplied at moderate rates.

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NOTICES.

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HAS constantly on sale an assortment of GOLD and SILVER HUNTING and OPEN-FACED WATCHES, both English and Geneva, of the best manufacture, suitable for Ladies and Gentlemen, also English and American Clocks in every variety.

All Goods guaranteed, and at reasonable prices.

Chronometers, Watches, Clocks, Musical Boxes, &c., carefully cleaned and repaired.

Electro-plating and Gilding, on any metal, carefully performed. Work guaranteed, and rates low.

COPY OF CERTIFICATE FROM MESSRS. THORNHILL & Co.
Nineteen Years in Business in Medow Street.

Mr. Pestonjee Framjee leaves our service to-day, on account of our closing our business in this country. He is about to commence on his own account, and we have great pleasure in recommending him to our Customers, and the public in general, for the repair of Watches, Clocks, Musical Boxes, &c., &c. He has been Nine years in our employ, and has proved himself a most excellent workman, steady, industrious, intelligent, and trustworthy. He has invariably given us the greatest satisfaction. Captains and Owners of Vessels may entrust their Chronometers to him with perfect confidence.

THORNHILL & Co.

Bombay, 30th November 1869.

F. ROWLAND, CONTRACTOR FOR ARMY ACCOUTREMENTS, BELLASIS ROAD, BYCULLA, BOMBAY.

MANUFACTURER OF EVERY DESCRIPTION OF MILITARY, SADDLERY, AND HARNESS, CAVALRY, INFANTRY, AND POLICE ACCOUTREMENTS, &c., &c.,

DOUBLE AND SINGLE LEATHER MACHINE BANDS, FIRE ENGINE HOSE AND BUCKETS MADE TO ORDER. LEATHER and MATERIALS for REPAIRS of HORSE ARTILLERY and CAVALRY EQUIPMENTS SUPPLIED to REGIMENTAL OFFICERS at MODERATE RATES.

G. NICOLL & CO., BOOT AND SHOE MAKERS, 30, MEADOW STREET, BOMBAY,

Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

NOTICES.

DESCHAMPS AND CO., (OF MADRAS),

CABINET MAKERS, UPHOLSTERERS, BILLIARD-TABLE MAKERS, AND GENERAL MANUFACTURERS

NEXT TO KEMP & CO.'S

BOMBAY,

BEG to invite the attention of the PUBLIC, to their large STOCK of every description of Furniture for Drawing-room, Boudoir, Dining-room, Offices, Ante-room, Camp, Messes, and Clubs, Durbar-hall, &c., &c.

CHURCH FURNITURE, Altar Tables, Pulpits, Desks, Fonts, Carved Chairs, Arm-chairs, Lecterns, Fauld Stools, Prie-dieu, Benches, Communion Tables, Railings, Screens, Carpets, Velvets, Fringes, Cushions, &c., &c.

D. & Co. have furnished St. George's Cathedral, Emmanuel Church, Christ's Church, and many others all over India.

BILLIARD TABLES, full size, 12 feet by 6 feet, with Slates, Scroll Legs, India Rubber Cushions, &c., &c., complete. Rs. 1,000.

SPARE INDIA RUBBER CUSHIONS, Billiard Cloth 80 yards for a full size Billiard Table.

Set of 3 Balls Rs. 21
Ditto 12 „ 80
Pyramidal „ 112

BILLIARD CUES, No. 1, Rs. 2-8; No. 2 & 3 from Rs. 3 to 10 each.
Cue Tips 8 annas a doz.
Chalk 12 „

BAGATELLE BOARDS, all sizes, with or without slate, complete, from Rs. 80 to 350.

GILT MOULDING for Frames, Oil Paintings, Photographs, from ¼ inch to 6 inches broad, of the best selection, all kinds of Frames, Gilt, Rose, Maple, and other Woods, and also Gilt Furnitures made to order.

An Illustrated Catalogue, containing upwards of 300 designs of their Furniture, can be had on application.

D. & Co. have Presentation Articles and Table Ornaments, Flower Vases, Baskets, Trays, Parian Statues, Limoges Porcelain Bronzes, one and two lights Candelabras richly ornamented, a fine collection of Steel Engravings, Chromo-lithographs and Photographs, &c., &c., all from the best Houses in London and Paris.

ANAMALLEE, COFFEE AND GOOSEBERRY STICKS, all sizes.

FRENCH POLISH, made by D. & Co., the best in India, can also be had at their Establishment, with directions how to use it.

ICE MACHINES, Works as a pump, gives two, three, and four decanters of Ice in less than 3 minutes. These Apparatuses, advantageously complete those of M. Carré (we quote the report of the International Exhibition, Paris, 1867). They produce cold and ice without fire, pression or danger, and will undoubtedly prove very serviceable to Housewives, Hospitals, and others. Can be seen in working order in their Establishment.

GARDEN PUMPS—Double action, easy to work by hand; quite a novelty in Bombay, Rs. 12 each.

MADRAS MATTING—Very strongly made for Verandah, Ante-room, Staircase.

D. & Co. have a large stock of well-selected patent Door Locks, Boxes and Cupboard Locks with two Keys, Padlocks of sizes from 4 to 6 livers, Porcelain Nobs with Locks for half-doors, Picture Nails with brass head, Picture Rings, Picture Cords, Gilt Nails, and Punka Wheels.

READING LAMPS—New model for candles, used principally for Verandahs, Tents, Bedrooms; they are Punka-proof.

KEROSINE LAMPS—Expressly made for India, Punka-proof, gives a light equal to that imparted by 14 candles Rs. 25.

MARBLE—For Pavement, white and black, 1 square foot, Mosaic Pavements of very handsome design.

CURTAIN MATERIALS, Glass Insulators for Pianos and Cots

HORSE HAIR-CLOTH—China and French Damasks, Red, Velvet, Satin, Cretonnes, and Morocco Leathers.

CARPETS—With borders, new patterns, Brussel, Axminster, and Velvet Pile. From Rs. 3 to 7 per yard.

WALL PAPERS—Border papers for Half-doors, Ceilings, Punkas; for Theatres representing Landscapes, Streets, Inns, Drawing-rooms, &c., &c.

D. & Co. also undertake repairing, re-lining, and polishing all sorts of Furniture, Billiard Tables, and Bagatelle Board, also re-colouring Pool Balls.

The large patronage D. & Co. have been favoured with all over India for many years, and having furnished from their Manufactory the Government House of Calcutta, Madras, and Bombay the Nizam of Hyderabad, the Maharajah of Travancore, many them hope for a continuance of it.

NOTICE.—All Correspondence in connection with B. CREGAN'S BOILER COMPOSITION to be addressed in future to the Patentee direct.

W. J. ADDIS, C.E.

33, Meadow St., Fort, 1st June 1874.

HAMILTON AND COMPANY, HUMMUM STREET, BOMBAY.

THEIR STOCK COMPRISES:—
Jewellery of English, Parisian, and Indian make.
Watches and Clocks of every description.
Silver Articles, both English and Indian made.
Electro-plated Stock in very great variety.
Fancy Leather Goods.

And a large and varied Assortment of MISCELLANEOUS AND GENERAL FANCY GOODS Adapted for WEDDING AND BIRTH-DAY GIFTS AND GENERAL PRESENTATION.

HAMILTON & Co. beg to remark that, bearing in mind the large additions to primary cost arising from the various charges of *freight, insurance, customs duty, packing, &c.*, the prices for all classes of their stock will be found not higher than those ruling at first class *West-End* Establishments in London.

Their various Illustrated Catalogues and Descriptive Lists, which can be procured post free on application, will be found of material assistance to intending purchasers in the Mofussil.

Orders respectfully solicited.

HAMILTON AND CO.,
JEWELLERS,
HEAD ESTABLISHMENT, CALCUTTA.

JUST PUBLISHED. PRICE Rs. 9.

MILITARY LAW AND THE PROCEDURE OF MILITARY COURTS. A TEXT BOOK.

For Officers of the Army in India, prepared chiefly with the view of Facilitating Study for the Garrison Instruction Examinations.

By COLONEL F. C. MAISEY,
Deputy Judge Advocate General, Bengal.

THACKER, VINING, & Co.

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THACKER, VINING, & Co.

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LEGISLATIVE ACTS of the GOVERNOR GENERAL OF INDIA IN COUNCIL, for 1873, with Index, in continuation of Theobald's Acts.

THACKER, VINING, & Co.

STAPLEY'S GRADUATED TRANSLATION EXERCISES—1. ENGLISH-MARATHI, MARATHI-ENGLISH. 2. ENGLISH-GUJARATHI, GUJARATHI-ENGLISH, with Remarks and Rules for the Guidance for Native Teachers and Students. SIX ANNAS EACH.

*** *Specimen Copies will be sent gratis to Schoolmasters upon application.*

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CHEVERS' MEDICAL JURISPRUDENCE FOR INDIA. With a view to clearing out the Edition, the remaining Copies have been reduced to Rs. 12, cash.

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THACKER, VINING, & Co.

SURVEYOR GENERAL'S NEW MAP OF THE BOMBAY PRESIDENCY ... Rs. 3

*** T. V. and Co. being agents for the Surveyor General keep stock of most of the Maps of this side of India prepared at the Surveyor General's Office, including the G. T., the Survey Maps, Sind Revenue Survey, Hyderabad Circars, &c., &c., &c.

THACKER, VINING, & Co.

DR. HUNTER'S MEDICAL HINTS FOR THE DISTRICTS, Rs. 3. Also, HEALTH IN INDIA Rs. 2.

THACKER, VINING, & Co.

BAZAAR SUPPLIES.—Mr. E. MANECKJEE begs most respectfully to thank his numerous CONSTITUENTS who have hitherto patronised him by entrusting their BAZAAR SUPPLIES to him, and requests the continuance of their kind support. In addition to their daily requirements he undertakes to supply any other articles which may be required for their comfort or use.

E. MANECKJEE,

Bombay, No. 24, opposite the Marine Lines Station, or Crawford Markets.

COMMERCIAL INTELLIGENCE.

SATURDAY EVENING, 21st June, 1874.

To-day's Liverpool Cotton Market is reported by Reuter "dull and drooping," sales 8,000 bales, imports 15,000, prices on the spot being unchanged. The depression in Manchester also continues, and every appearance points to a lengthened period of extreme dulness, both, in manufactured goods and the staple, until at all events the Liverpool market is relieved from the weight of present supplies. Under other circumstances the extreme cheapness of money might, by stimulating speculation, have induced a recovery in prices, but stocks are too heavy to be carried over by speculators, and the only improvement to be looked for, apparently, is from the ordinary consumption of the trade. For Surats prospects are specially gloomy; the week's sales have only reached 16,000 bales, and when we place this rate of consumption against the 500,000 bales afloat it is evident that stocks on the spot must reach a large figure in the course of the next two months.

The visible supply of Cotton in and afloat for the U. K. on the 19th instant compares with last week and the same date in 1873 as follows:—

	1874.	Last Week.	1873.
Stock in Liverpool	940,000	955,000	878,020
Do London	*134,875	158,000	173,260
American afloat	130,000	120,000	168,000
East Indian afloat	500,000	500,000	417,000
Total	1,704,875	1,733,000	1,636,280

* Doubtful.

The weekly American figures are as follows:—

	1874.	Last Week.	1873.
Week's receipts at the Ports..	12,000	12,000	20,000
„ Exports to U. K.	17,000	14,000	33,000
„ to Continent	1,000	11,000	8,000
Total receipts since 1st Sept.	3,704,000	......	3,470,000
„ exports to U. K. „	1,764,000	......	1,766,000
„ „ to Continent from 1st Sept.	972,000	......	731,000
Stocks at the Ports	261,000	275,000	219,000

There is nothing new respecting the general produce markets. Consols have advanced to 92⅞; French Rentes are still at 95; and Bar Silver 58⅜d. In regards business here there is almost no movement to report. Saturdays at this season of the year become virtually holidays, and the state of the weather has helped to increase the usual dulness.

In Sterling Exchange no transactions of any importance have transpired and rates are therefore to some extent nominal, but the tendency is undoubtedly easier. We quote 6 months' sight—Bank Bills 1s. 10 11/16d.; Credits 1s. 10⅞d.; Documents 1s. 10 15/16d. per rupee.

Government Paper is steady at yesterday's rates except Fours, which are not being dealt in owing to the impending loan and are somewhat unduly depressed.

The Share Market partakes in the general quietness, and with the exception of Spinning Companies prices in most instances are slightly lower. The speculative operations in Bank of Bombays appear to have ceased and values have declined one per cent. Colabas have gone back Rs. 15 per share.

In Cotton there is no alteration to notice. European buyers are quite out of the market, nor can we expect to see much doing until the weather becomes more settled.

Freights by steamer are extremely dull at £2-12-6 to £2 13 9 per ton; by sailing ships steady at £2-12-6 to £2-17 6 according to position.

Piece Goods and Yarns continue depressed, and the few small sales affected from day to day generally show a further decline.

BANKS.

No. of Shares	Noml. value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	85
22,000	1,000	all	7½ pct.	Bank of Bengal	1,450
10,000	500	all	5 p.ct	Do of Bombay New	787½
10,000	500	225	5 p.ct	Do 2nd Res. Issue	482½
5,256	1,000	all	5 p.ct.	Do of Madras	1,140
12,000	25	all	8 p.ct.	Chartered Mercantile Bk of I. L. & China	25
40,000	281	all	12 pct	Hong. & Shanghai Bank	400 nl.
4,000	200	all	5 pct.	Chartered Bk. of I. & C.	175
15,000	250	125	8 p.ct.	National Bank of India	125
10,000	250	all	12 do	Oriental Bank	490

LAND COMPANIES.

No. of Shares	Noml. value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
4,000	3,000	all	Rs. 60	Colaba Land Co.	1,410
5,000	150	all	Nil.	Frere Land & Pier Co. Ld.	132
75	2,000	2,000	30p.s.	Mazagon Land	990
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	29

* Rs. 100 per share for the half-year.

RAILWAY COMPANIES.

No. of Shares	Noml. value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
.....	£20	218·3·0	p.c	G. I. P. Railway Consolidated Stock	242
.....	£20	109·1·6	do.	Do. New £20 Shares	126
.....	£20	13·10·5	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,126
.....	£1*	99·5·1	do.	Do. New Shares	

PRESS COMPANIES.

No. of Shares	Noml. value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
150	5,000	2,850	163 ps	Abar Cotton Press Co	1,600
200	2,000	1,100	150 do	Albert Co. Kurrachee	900
100	500	all	15 pc.	Albert Ginning Co.	500
250	3,000	850	Nil.	Alexandra Press Co.	1.5
150	12,000	11,000	1,0ps.	Apollo Press Co.	4,450
200	2,500	all	..	Berar Cotton G. & P. Co.	1,600
200	2,000	all	200ps.	Bombay Press Co.	970
200	500	all	50 p.s	Do New	235
300	1,000	1,000	100 ps	Broach Cotton Co	625
100	1,500	..	..	Carwar Company	700
500	1,500	all	40	Colaba Press Co.	3,400
300	9,000	all	250ps.	East India Press Co.	2,200
100	8,500	all	300 ps	Fort Press Co.	4,100
30	2,000	2,000	75 ps	Framji Cowasji Press Co	350
30	1,000	all	70 ps	French Press Co	700
100	5,000	1,467	75 ps	Imperial Press Co.	400
200	400	350	60 ps	Mofussil Press & G. Co.	500
60	2,000	5000	...	Nicol Press Manuf. Co., Ld	1,800
120	2,500	750	125 ps	Prince of Wales Press	1,550
200	1,000	all	...	Sassoon's Press Co.	1,100
400	85	75	135 ps	Scinde Press Co.	500
100	1,000	75	...	Scinde and Punjab Cotton Press Co., Limited	1,025
10	1,500	1,250	Rs. 80	Victoria Press, Madras	1,000
150	85	all	10 ps.	Vic. Cot. Gin & Press Co	850
400	1,000	all	80 ps*	Volkart United Press Co.	1,050

* Per share for the half year.

SPINNING AND WEAVING COMPANIES.

No. of Shares	Noml. value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
620	1,250	all	100*	Alexandra Spinning	1,610
500	2,500	all	175p.s	Alliance Spinning	2,975
300	2,000	all		Bhownuggur M. & P. Co	1,975
200	1,000	all	70 p s	Bombay United	1,410
1,600	150	150	25*	Broach Mills	285
7,500	1,000	all	50p.	Dhurumsey Spinning	1,850
1,500	1,000	all	200p.	Great Eastern	1,335
750	1,000	all		Jewraj Balloo Mills	1,465
500	1,000	1,000		Khandeish Spinning	1,400
1350	1,000	550		Madras U. Spinning	740
1,500	1,000	all	100p.	Manockji Petit's	1,425
900	1,000	11	100p.	Morarjee Spinning	1,520
800	2,500	all	3 0*	Oriental	4,300
400	1,500	400	200p.	Royal	2,810
800	1,000	1,000	200p.	Soonderdas Spinning	1,750
500	1,000	250	10p.s	Do. Do. 1/4 share	410

* Per share for the half-year.

MISCELLANEOUS.

No. of Shares	Noml. value per sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
.....	2,500	1,500	135ps.	Bombay Burmah Trading Corporation	1,[illegible]
1,000		all	14p.ct	Bombay Gas Company	[illegible]
500		300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	110
2,150	200	100	8 p.c.	Malabar Company Ld.	100
4,000	1	all	1¼ ps.	Mechanics' Build'gs Co.	26
	600	all	45 ps.	Treacher & Co	3..
	250	all	40 ps.	Viegas Patent Slip Co.	30

BANKS IN LIQUIDATION.

			Date of L'dation		
.....	95	19½	...	Bank of China	1
.....	...	...	...	East India Bank	1
.....	200	11	Feb. '67	Indian Peninsula	1

SHIPPING INTELLIGENCE.

The ship East, 1,152 tons, Captain J. Read, will sail to-day for Liverpool with the following cargo:—6,556 bales cotton, 1,000 cwts. linseed, and 193½ cwts. coir yarn.

The Austro-Hungarian Lloyd's steamer Oreste, from Trieste, left Aden for Bombay on Friday last, the 19th instant, and the same Company's steamer Calipso arrived on the same day from Bombay at Aden and left the following day for Trieste.

The barque Trazer, 363 tons, Nacoda, arrived in harbour on the 19th inst. from Jeddah (18th May) via Aden (7th June) with 164 pilgrims as passengers and the following cargo:—From Jeddah—11 casks cellarus, 15 cases merchandise, 17 packages wool, 104 packages gum, 26 packages almonds, 14 empty casks, 19 old copperpots, 32 soorahs treasure. She brought 3,323 cantars salt, which will be carried into the same bottom to other ports. From Hoodeida—103 cases tea, 10 packages dhowns and 8 packages heerabole. The vessel is consigned to Hajee Joosub Noormahomed.

ARRIVAL.

June.	Vessel.	Commander	From.
21	Java (s)	Starratt	Calcutta, May 23.

The following vessels obtained their port clearances on Saturday last:—

Ship East, Reid, for Liverpool.

CALCUTTA.

ARRIVAL.

June.			
16	Busheer (s)	Smith	Rangoon, June 12.

DEPARTURE.

June.			
16	Hindostan (s)	....	....

MADRAS.

ARRIVALS.

June.			
17	Mecca (s)	....	Rangoon.
18	California	....	Boston.
	Merchantman	....	Covelong.
	Orion	....	Sunderland.
19	Hindoo (s)	....	Calcutta.

DEPARTURES.

June.			
17	Lena	....	London.
	Latona	....	Mauritius.
18	Merchantman	....	Calcutta.
19	California	....	Calcutta.

STEAMER REPORT.

Galle, 21st June, 8-25 a.m.—Mail steamer Nizam from China arrived.

DAILY IMPORTS—20th June.

From Liverpool.

Parana, s, 6 cases gin, 40 cases brandy, and 4 cases wine, the B. I. S. N. Co.; 40,870 fire bricks, Heptoola Allibhoy & Co.

From London.

Palermo, s, 25 cases umbrellas, H. Clason & Co.
Pembrokeshire, 14 cases stationary, H. Clason & Co.
Paraense, s, 8 cases cotton thread, H. Clason & Co.

From Genoa.

Persia, s, 1,191 marble slabs, Volkart Brothers.

DAILY EXPORTS.—20th June.

For Liverpool.

Mahableshwar, 1,571 bundles coir yarn, Khetsi Dhurmsey.
Lebanon, 400 bales cotton, Gaddum & Co.
Milford, 477 bags baida, Moonjee Mowjee; 500 bundles linseed, Ralli Brothers.
West Stanley, s, 169 bales cotton, Munsookram Candas.
Marina, s, 75 bales cotton, Narondass Chuturbhoy; 2 bales cotton, Dossabhoy Hormusjee Cama & Co.
Statesman, s, 270 bales cotton, S. L. Macnaghten; 108 bales wool, Finlay Scott & Co; 129 bales wool Volkart Brothers; 100 bales cotton, Narondas Chuturbhooj.

For Genoa.

Persia, s, 29 bales hides, Volkart Brothers.

WEATHER REPORTS.

Cannanore, 21st June, 4 p.m.—Weather cloudy, wind north, thermometer 84.

Carwar, 21st June, 5-20 p.m.—Weather cloudy, wind south-westerly, thermometer 82, barometer 29·89, rainfall 63 cents.

Mangalore, 21st June, 8-50 a.m.—Weather cloudy, wind south-west, wet bulb, thermometer 81, maximum 84, minimum 76 barometer 29·81, rainfall 64 cents.

Vingorla, 21st June, 5-17 p.m.—Weather overcast, wind west moderate, thermometer 83, rainfall 1 inch 40 cents.

BOMBAY GOVERNMENT TELEGRAPH

OFFICE—21st June, 8 p.m.

Latest dates from United Kingdom.

Via Russia, 20th June, 8-40 p.m., Greenwich time. Time in transit, 1 hour 30 minutes.

Via Turkey, 17th June, 12-40 p.m., Greenwich time. Time in transit, 90 hours 40 minutes.

Via Suez, 21st June, 1-15 p.m., Greenwich time. Time in transit, 1 hour 37 minutes.

Latest dates from Continent of Europe.

Via Russia, 20th June, 5-40 p.m., Greenwich time. Time in transit, 7 hours 36 minutes.

Via Turkey, 20th June, 5-41 p.m., Greenwich time. Time in transit, 11 hours 59 minutes.

Via Suez, 21st June, 12-30 a.m., Greenwich time. Time in transit, 2 hours 54 minutes.

Latest date from China.

Via Singapore, 21st June, 3-55 p.m. Time in transit, 3 hours 40 minutes.

Latest date from Australia.

Via Singapore, 20th June, 2-20 p.m. Time in transit, 28 hours 3 minutes.

The time occupied in the tranmission of messages to Bombay from 8 p.m. of the 20th June to 8 p.m. of the 21st June is as follows:—

	Max.	Min.
From Calcutta	1 3	0 13
„ Galle	0 45	0 34
„ Kurrachee	one in	0 10
„ Madras	one in	0 5

HIGH COURT.—22nd June.

[Before the Hon. Sir Charles Sargent, Knight.]

Ecclesiastical Side.

FOR JUDGMENT.

In the Goods of Rahimbhoy Alloobhoy deceased.

Macfarlane and Skipsey—Heerabaee widow of the said deceased v Gorebaee mother of the said deceased—Hearn, Cleveland and Peile.

Macfarlane and Skipsey—Heerabaee widow of the said deceased v Rahimutbaee Daughter of Alloo Paroo and sister of the said deceased—Dallas and Lynch—Part heard.

Macfarlane and Skipsey—Heerabaee widow of the said deceased v Fazulbhoy Cassumbhoy—Tyabjee and Sayani.

Macfarlane and Skipsey—Heerabai, widow of the said deceased v Jafferbhoy Goolamhoosein—Tyabjee and Sayani.

Macfarlane and Skipsey—Gorebai, mother of the said deceased v Jafferbhoy Goolamhoosein—Tyabjee and Sayani

368-73—Jefferson and Payne—Rahimtoolla Cadurbhoy v Trebhovan Ghella and others—Shapoorjee and Thacurdass.

LONG CAUSES.

75-73—Manisty, Fletcher and Smith—Ganchee Mahomed Abdoolla v Hajee Adam Hajee Jacob and others—Shapoorjee and Thacurdas.

310-73—J C Cama—Hureebhoy Moteeram C v Ragoonathdas Ramdyal.

528-73—Manisty, Fletcher and Smith—Canjee Meghjee v C Shand and Co—Hearn, Cleveland and Peile.

566-73—J Gopall—Sorabjee Nusserwanjee v The Justices of the Peace for the city of Bombay—Crawford and Boevey.

569-73—Jefferson and Payne—Kering Ragoonath v Zuga Prema and others.

578 73—Manisty, Fletcher and Smith—Tricumjee Mooljee and others v W F Peel and Co—Hearn, Cleveland and Peile.

582-73—Tyabjee and Sayani—Moolchund Nathoo v Lilladhur Kessowjee.

586-73—M H Khan—Thacker Purmanundas Jumnadas v Borjorjee Bhimjee Mistry.

588-73—M H Khan—Thacker Purmanundas Jumnadas v Sha Bassabhoy Dwarkadas.

590-73—Hearn, Cleveland and Peile—Sha Goolamchund Nurreydas v Sha Moolchund Nathoo and others—Tyabjee and Sayani.

591-73—J C Cama—Ardasir Ookerjee v Hurgopall Premsookdas and others—Shapoorjee and Thacurdas.

592-73—Hope—Ghirdhur Roopjee v Anundrao Damodhur—M H Khan.

Before the Hon. Mr. Justice Bayley.]

LONG CAUSES.

593-73—Prescot and Winter—Dinshaw Framjee Wadia v Dossabhoy Byramjee—Craigie, Lynch and Owen—Part heard.

458-72—Jefferson and Payne—Merwanjee Dhunjeebhoy v Jeeloobai, widow and others—Macfarlane and Skipsey.

22-73—Jefferson and Payne—Joosub Hajee Gunny v Jacob Hajee Jumall—Manisty and Fletcher and Smith.

595-73—Shamrao—Ramchunder Suntoojee v Abba Santoojee and others—Dallas, Lynch and Tobin.

152-73—Jefferson and Payne—Harroon Latiff v Bhawa Nensee and others—M. B Barbhaya.

153-73—Jefferson and Payne—Currimkhan bin Suddookhan v Bhawa Nensey and others—M B Barbhaya.

[Before the Hon. Mr. Justice Marriott.]

FOR JUDGMENT.

235-73—Rimington, Hore and Langley—John Kemp Jacombo Hood and others v The G. I. P. Railway Company—Hearn, Cleveland and Peile.

To speak to the Minutes of the Decree.

320-71—Jefferson and Payne—Gunputram Hemjee v Atmaram Tricumdas and another—Hearn, Cleveland and Peile.

For consent decree.

100-74—M H Khan—Pestonjee Nanabhoy and others v Avabai, widow—Ardasir F.

LONG CAUSES.

57 73—Macfarlane and Skipsey—Narrondas Chellaram v Toolsidas Sayakram—Prescot and Winter (part heard).

498-73—Shapoorjee and Thacurdas—Soonderdas Mooljee and another v Bai Jasoda and another.

502-73—Chalk and Turner—Baoojee Narayen v Atmaram Sadanund and others—In person.

508-73—Hearn, Cleveland and Peile—the Hon J K Bythell v Purshotum Junardhunjee and others—Leathes, Crawford and Boevey.

515-73—M H Khan—Caitano Luiz C Olivera v John Barrett and another—Shapoorjee and Thacurdas.

526-73—Shapoorjee and Thacurdas—Sewjee Ruttonsey and another v Dhurumsey Jotha and others—Jefferson and Payne.

537-73—Tyabjee and Sayani—Soojawoodin Tyabjee and others v Dhunjebhoy Aspaniarjee—M H Khan.

543-73—M H Khan—Mahomed Ebrahim and another v Mahomed Hoossein and others—J C Cama.

[Before the Hon. Mr. Justice Pinhey.]

FOR JUDGMENT.

739-71—Crawford and Boevey—Wassudeo Luxmonjee v Yeshodabai, widow—Khunderao.

LONG CAUSES.

13-72—Tyabjee and Sayani—Madhowrow Dhirojram v Ramdas Purshotumdas and another—Manisty, Fletcher and Smith—Part heard.

338-73—M. M. Munshi—Thackersey Narranjee v Luxmibai widow—M. H. Khan.

339-73—Macfarlane and Skipsey—Robert Angus and Co. v Sorabjee Byramjee Colah—Remington, Hore and Langley.

367-73—Tyabjee and Sayani—Nuthoo Moorar and another v Dewsey Nurpar and others—Macfarlane and Skipsey.

369-73—Dallas, Lynch and Tobin—Hurreba Tookaram v Premchund Roychund and another—Macfarlane and Skipsey.

371-73—In person—Shaik Esmael Bin Shaik v Abdool Cadur alias Bapoosaheb &c.—In person.

529-73—A. Framjee—Abdool Cader &c. v Shaik Esmail bin Shaik Mahomed &c.—In person.

520-73—Manisty, Fletcher and Smith—Eshwantrao Gopalrao v Tribhovurdas Laldas and others—Shapoorjee and Thacurdas.

523-73—Manisty, Fletcher and Smith—Nuthoo Shamjee v Hurmcokroy Khetseydas—Shapoorjee and Thacurdas.

524-73—Manisty, Fletcher and Smith—Nuthoo Shamjee v Jakhiram Jusraz—Jefferson and Payne.

536-73—In person—Hureedas Soonderdas v Oomabhoy Huthesing and others.

541-73—Jefferson and Payne—Hajee Esmael Sedick and another v Hurjivun Lilladhur.

MILITARY INTELLIGENCE.

The Government of India has decided that when a house in a military cantonment is required to be rented for a military or medical officer under the conditions laid down in the Army Regulations, the ruling of the Chief Court of the Punjab in the case of Mr. Poley *versus* Major General McMurdo, c. b., commanding Rawulpindee division, shall be followed in regard to the terms on which it may be rented, unless there is something to take the cantonment out of the principles applicable to that of Rawulpindee to to which the ruling referred. The ruling of the Court is too lengthy for publication, but those interested can find it in G. O. C. C., dated Simla 1st June 1874.

DEPARTURE—June 20.

West, Colonel, H. M.'s 35th N. I., to join, to Kamptee.

BOMBAY ARMY ORDERS.

By His Excellency the Commander-in-Chief.
Adjutant General's Office, Head Quarters,
Poona, 20th June, 1874.

With reference to G O C No 370, 10th instant. Clause IV, Sub-Inspector of Army Schools J Cartwright is posted to the Mhow District and Sub-Inspector A Wolfe to the Poona District.

Mr Cartwright will travel by rail and dak at the public expense.

Serjeant Charles Yates, 18th Brigade Royal Artillery, is appointed to the Ordnance Department and transferred to the unattached list.

II. Wheeler Serjeant Robert Saunderson, employed in the Ordnance Department, will rejoin the 9th Brigade Royal Artillery.

The appointment of Corporal James Mears to the Ordnance Department in G O C No 364 of 6th instant is cancelled.

Gunner Samuel Watt's 9th Brigade Royal Artillery, is appointed to the Ordnance Department and transferred to the Unattached List from the 5th instant.

The Officer commanding E Battery 9th Brigade Royal Artillery is authorized to issue daily to one horse of the Battery three pounds of linseed, for one month, from the 7th instant.

The following Regimental arrangements are confirmed as a temporary measure, with effect, from the 8th instant and during the absence leave of Colonel Scott:—

3rd Regiment N I—Major Hobson to officiate as Commandant, Major Strutt as second in command, and Lieutenant Heath, as Wing officer in addition to his own duties:—

The following orders are confirmed:—

83rd Foot—Regimental order dated 8th June 1874, appointing Lieutenant F S F Stokes, Interpreter to the Regiment vice Sub-Lieutenant Cadell and during the absence on duty of Sub-Lieutenant Buckland:

8th Regimental N I—Regimental order, dated 11th May 1874, directing Captain Rimington, 1st Wing Subaltern, to officiate as Adjutant in addition to his own duties, as a temporary measure, vice Captain Tandy proceeded on furlough.

Lieutenant Macpherson, officiating Quarter Master, performed the duties of adjutant in addition to his own from the 19th April to the 10th May 1874.

The undermentioned officer has leave of absence:—

41st Foot—Lieutenant H I S Kennedy to England, from date of leaving Regiment, for twelve months on private affairs.

BENGAL GOVERNMENT ORDERS.

(*Calcutta Gazette*, June 17)

Mr Charles James O'Donnell, m a, Asst Magst and Colr, in charge of the Jhenidah Sub-Division, in Jessore, is transferred to Beerbhoom for employment on relief duty.

Mr James Taylor, Asst Acctt-Genl, is appointed on special duty for the inspection of all Famine Treasuries and Sub-Treasuries in the distressed districts.

Mr T H S Biddulph is appointed to be in charge of the Accounts office, Durbhunga, under the general control of the Additional Commissioner.

Mr W A Nedham, Relief Officer of Julpigoree, is transferred to the Burdwan Division.

Capt Richard Percival Davis, Actg Dist Supt of Police, Patna, is transferred to Durbhunga, for employment on relief works.

The following appointments are made with effect from the date on which Mr H F Blanford availed himself of his furlough:

Mr H L Beebee, m a, Professor, Presidency College, is appointed to act in the Second Class of the Bengal Educational Service during the absence on furlough of Mr H F Blanford, or until further orders.

Lieut E Kenny r e, Asst Engr, Second Grade, is transferred from Mysore to the Gunduk Circle.

THE BOMBAY RIOTS: PART II.,

PRICE ONE RUPEE.

Contents:—

Introduction.
Proceedings in the High Court on the Trial of the Rioters.
The Bombay Government's Despatch to the Secretary of State.
Mr. Souter's Report, and the Supplementary Letter about the Khetwaddy Riot.
Opinions of the Press.
The Parsee Memorial.

Published at the *Bombay Gazette* Office.

TO RESIDENTS OF POONA.

Residents of Poona may obtain the *Bombay Gazette* DAILY at Messrs. Treacher & Co.'s, or Messrs. Phillips & Co.'s, POONA, price, 4 annas. Also, on Saturdays the Indian Edition of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees, and the announcement must be authenticated.]

BIRTHS.

AMESBURY—June, 14th, at Mussoorie, the wife of Surgeon Major S. C. Amesbury, 4th Bengal Cavalry, of a son.

DUNLOP—June 16th, at Bangalore, the wife of Sub-Conductor J. Dunlop, Ordnance Department, of a daughter.

LAUGHARNE—June 15th, at Dugshai, the wife of M. Laugharne, Esq. Lieutenant, Royal Engineers, of a daughter

MAYNARD—June 13th, at Maphanee, C. P. India, the wife of Charles Maynard, Agent, Nerbudda Coal and Iron Company, of a son.

MARRIAGE.

TODD—WOOD—June 17th, at St. Andrew's (Presbyterian) Church, Allahabad, by the Rev. J. William on, Presbyterian Minister, Mr. Richard Todd, to Ann Elizabeth, eldest daughter of Mr. William Wood, Allahabad, India.

DEATHS.

CLEARY—June 13th, at Madras, Sub-Conductor Patrick Cleary, of the Ordnance Department, aged 34 years.

TAYLOR—June 14th, at Dalhousie, Florence Eliza Fortescue, the beloved daughter of Major-General and Mrs. Reynell Taylor, aged 18 years.

All Money Orders, Cheques, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "Bombay Gazette," and the "Bombay Gazette Overland Summary," are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.

The Bombay Gazette.

MONDAY, JUNE 22, 1874.

An authoritative contradiction has been given at Calcutta to the rumour that the Hyderabad Assigned Districts, consisting of the rich cotton fields of Berar, were likely to be soon withdrawn from British management and restored to His Highness the Nizam. The story ran that a banker at Baroda had offered the Nizam a loan of nine crores of rupees to redeem Berar; and it was assumed that the British Government would have no choice but to accept this money and give back territory which for the last fifteen years has been regarded as an integral part of British India. It was natural that the Foreign Office should take alarm at the prospect of being called upon to surrender the very productive districts which not only yield a valuable crop of cotton but fill up an awkward gap between the territories of the British Government in the Bombay Presidency and those belonging to the same Government in the Central Provinces. No great landlord who had been allowed to complete his estate by taking under his own management land belonging to a debtor who seemed to be hopelessly embarrassed would like to be suddenly confronted with the repentant prodigal jingling a bag of ready money in his face and demanding to have his own again. We are not surprised, therefore, that it has been considered necessary to send a *communiqué* to the semi-official papers on the other side of India, declaring that Berar is held by a permanent tenure in trust for the payment of the Nizam's auxiliary force, and that the treaties confirming the cession of the country by the Nizam for this purpose cannot be abrogated on payment of a sum of money, or without the consent of the British Government. It may, however, be fairly doubted if this reasoning is correct. The Nizam's obligation to maintain a subsidiary force was created by the treaty of 1800, which bound the State of Hyderabad to put in motion immediately in time of war, for the purpose of opposing the enemies of the British Government, "an army of twelve thousand infantry and ten "thousand cavalry, with their requisite train of "artillery, and warlike stores of every kind." To enable the Nizam to fulfil this engagement, the British Government organized a sufficient force and kept it ready for war, only requiring the Hyderabad Government to pay its annual cost. Of course, the payment of the troops continually fell into arrears; and at last in 1853, when the debt owing to the Company for these arrears was about fifty lacs, Lord Dalhousie insisted on having a material guarantee for the regular payment of the troops in future years. The Nizam, accordingly, made over Berar in the north, and the districts in the south of his kingdom between the Tumboodra and the Kistna, "to the exclusive management of the "British Resident for the time being at Hyder"abad." The British Government undertook on its part to maintain out of the revenues of these districts an auxiliary force of 5,000 infantry and 2,000 cavalry with the requisite complement of guns, and also to pay the expenses of the Hyderabad Contingent, which is a separate force of about the same strength; and the Nizam was released from the obligation to assist our Government with any other troops than these in time of war. In 1860, as a reward for his loyalty during the mutiny, the Nizam had the southern assigned districts restored to him, and the old debt of fifty lacs was cancelled; but the British Government not only retained possession of Berar, it also secured the Nizam's consent to a clause providing that "no "demand for accounts of the receipts or expendi"ture of the Assigned Districts should be made." The treaty of 1853 had provided that annual accounts should be rendered to the Nizam and any surplus revenue paid to him; but that of 1860 left the British Government at liberty to do what it liked with any excess of revenue over necessary expenditure.

This cession would have been complete but for the resolute refusal of the Nizam to resign his claim to the sovereignty of Behar. Lord Dalhousie, in 1853, put the utmost pressure on the ruler of Hydrabad to induce him to transfer the ceded districts absolutely to the British Government; but all in vain. The Nizam was far too jealous of his honour to agree to terms which he probably thought should only have been imposed on a conquered enemy, not on a faithful ally. He yielded everything else; but he reserved what has been supposed to be a barren title to the dominion of the assigned districts; and this reservation would certainly justify the present Nizam's Government in reclaiming Behar on payment of such a sum of money as would suffice to maintain the auxiliary forces. The districts were only alienated to provide the necessary funds for this purpose; and, if these funds were provided by the Nizam's Government from some other source, the equitable claim which the Hyderabad State might urge to have the treaty of 1853 abrogated could not, we should think, in honour be disputed by the British Government. It would, probably, be a serious misfortune for the people of Berar to be placed once more under the rule of the Nizam's officers; but the wishes of the people were not consulted when the territory was taken over, and cannot honestly be brought forward now to excuse the non-fulfilment by the British nation of a distinct bargain with a prince whom it has chosen to treat with as if he really were an independent sovereign. As Captain Hastings Fraser puts it, in his book about the Nizam:—"He has only assigned Berar to us for a special "purpose, namely, as a national guarantee to "ensure the regular payment of the Contingent, "and, in the event of that purpose no longer "existing, his Highness would at once be "entitled to claim his country, or that ma"terial guarantee might at once be furnished by "a deposit of cash in the British Treasury." The sum of nine crores of rupees would be a sufficient guarantee, for, if it were invested in four per cent. paper, it would produce an annual revenue of thirty-six lacs; and the annual payments for which the revenues of Behar have been pledged only amount to thirty-one lacs.

It is reasonable to suppose that there must be something in the story of the proposed loan, or the sum named would not have tallied so nearly with that which would be required for the recovery of Behar. It is, too, by no means improbable that the recollection of the weakness of a former Conservative Government in restoring Mysore to the Hindoo dynasty may have encouraged intriguers to lay their plots for cutting off Behar also from British territory. Nor would it be strange if there were a strong desire on the part of the legitimate prince of Behar to get back so valuable a province. The revenue, which was less than 40 lacs in 1853, has increased under British management to, we believe, over 50 lacs, so that it would not only pay interest on nine crores, but would leave a handsome surplus for the Nizam. But, as the present Nizam is still only a boy, it is extremely improbable that so staunch a friend of the British Government as Sir Salar Jung, the actual ruler of Hyderabad, will raise a disagreeable question of this kind during his sovereign's minority. The question, however, will assuredly be raised before many years are over; and, if the Nizam can only find the money, it seems to us that the Government of India will be compelled to give him back his territory.

The Dock Committee of the Bombay Port Trust have come to the same conclusion which the best Dock Commission we have ever had in Bombay came to in 1867, that Moody Bay offers the best available site for wet docks along the harbour frontage of the island. We have thus the satisfaction of knowing that the Government has waited seven years, and spent two millions in acquiring the Elphinstone property, to no purpose. Of the various projects submitted to the Committee only Mr. Ormiston's two plans, for the Elphinstone Docks and the Moody Bay Docks, were seriously discussed. The former of these, according to Mr. Ormiston's revised estimates, would cost 69 lacs, now that the eastern approach has been abandoned, and the time required for construction would be 7 years; while the latter, Mr. Ormiston says, would cost 128 lacs, and the time for construction would be 12 years. But these figures only serve to illustrate the truth of what we have often asserted, that it is idle to ask the opinion of a man whose reputation is so thoroughly bound up as Mr. Ormiston's is with the success of the Elphinstone scheme to give a fair opinion on other schemes. We yield to no one in respect for Mr. Ormiston's talents as an engineer, and we have entire faith in his integrity of purpose; but, when we find that the majority of the Dock Committee say his estimate of what the Moody Bay Docks would cost should be cut down from 128 lacs to 60 lacs, and of the time in which they could be made from twelve years to seven, we cannot but admit that it is a pity the Government did not consult an independent engineer. The public will observe, however, not without surprise, that the Board of Trustees, while agreeing in opinion with their Committee as to the advantages of the Moody Bay site, "consider that the Elphinstone "dock should be taken first in hand" on the ground that "both the immediate outlay and "the time required for commencing and carry"ing out the works will be considerably less." The practice adopted by the Port Trust of recording resolutions without admitting the public to hear the debates upon them has deprived us of the advantage of knowing by what arguments Colonel Trevor, who proposed this resolution, justified its adoption. It is, however, obviously in direct contradiction to the report of the Dock Committee, and we perhaps do Colonel Trevor and the gentlemen who voted with him no injustice in supposing they really voted to carry out what they believed to be the wishes of the Government of India. That Government some time ago pronounced a distinct opinion in favour of the Elphinstone Dock; but it did so in the belief that such a dock would be of more use to the commerce of Bombay than any other. We cannot believe that the Government of India will insist on the completion of the scheme it approved six months ago, now that the superior claims of the Moody Bay scheme are no longer contested. It would surely be the height of absurdity for the Government deliberately to choose an inferior site for the docks, and to say, "Oh! we will "make use of the best site hereafter, if the state "of business requires an extension of our docks." The only rational plan is to use the best site first, and afterwards those which are worse. It is Government property on which the docks will be built, in any case; and, if Moody Bay be prepared for the reception of big ships, the Elphinstone basins will always be available, as they are now, for the coasting craft for which alone accommodation is needed at that part of the foreshore. It may be that wet docks would improve the value of the Elphinstone land estate; but wet docks at Moody Bay would immensely improve the value of all the Government property from the Carnac to the Apollo Bunder, which would be seriously depreciated by the removal of the shipping trade to the upper part of the harbour. The Government of India will, we are convinced, avoid the fatal mistake the Port Trustees have made in thinking more how they could make the Elphinstone property pay than how they could best promote the interests of the trade of this port. If the purchase of the Elphinstone estate must be admitted to have been a public swindle, dismiss from the service the men responsible for having effected it, but do not make the commerce of Bombay pay the penalty of their misdeeds for all time to come.

NOTE OF THE DAY.

An ingenious correspondent has put together for us a few figures regarding matrimony in the Bombay Civil Service. There are 171 officers in the Bombay Civil Service, of whom more than half either are or have been married (several more than once); there are at present 81 married members, 81 bachelors, and 9 widowers. Judging from results, the chances of any bachelor reaching 20 years' standing, without being overhauled, are only 1 to 7. So six out of each remaining seven had better make up their minds to face the unavoidable. The following statistics will interest the public in general:—

Class.		Married.	Bachelors.	Widowers.	Total.
I.	of 28 years standing..	2	1	1	4
II.	20 „ ..	18	3	3	24
III.	12 „ ..	33	10	2	45
IV.	8 „ ..	10	17	2	29
V.	4 „ ..	13	26	1	40
VI.	under 4 „ ..	5	24	0	29
		81	81	9	171

In the first two classes, most of the officials are well provided for as regards pay: in the third class there are great variations; in the fourth class only six out of the seventeen bachelors draw above Rs. 1,000 per mensem; in the whole of the fifth class only one man draws that amount; and in the sixth class only one man draws above Rs. 700, and the rest are below that figure, many hopelessly below it. These exceptionally paid men are both bachelors. Yet in the fifth class one man in every three has already succumbed to the fair enemy; and the casualties in the sixth class amount to one in every six already. India is getting into the same state as the world was in before the Flood, when everybody employed himself in either marrying or giving in marriage; and we fancy that, before many years are over, the junior members of the service will clamour either for increased promotion or increased pay, and will probably get neither. Everywhere one hears of the "block in the Revenue Line;" but there is no likelihood of a Flood now-a-days to remove the superfluous population, though the Bengal Famine has provided for three of the juniors in defiance of Malthus and Mill.

THE TREES BLOWN DOWN BY THE WIND.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Will you allow me through your paper to suggest to the person in charge of the trees on the sides of the public roads that, instead of removing them, he should have deep holes dug, and after four or five days, when the rain is less, replant them, and they will grow as well as ever.—I am, &c.,

J. M. MOYLE.

Victoria Gardens, 20th June.

AUTHORIZED GRAIN MEASURES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Before replying to the letter of "S. B." in your issue of to-day, I would like him to furnish your readers with replies to the following questions. He will himself see how essential they are to establish his own statements:—

1. Are there standard dimensions for the "furra" measure in Salsette? If so, what are they?
2. Are all the sides and bottom equal?
3. What is the shape and diameter of the strike? and is it uniform in all cases?
4. Are there any bars across the top of the measure for preventing the surface of the grain being unfairly cut by the strike? If so, how many, and what are their dimensions?
5. Beyond the authorized stamp on the "furra," what guarantee has the purchaser—say a poor native—that the measure is of standard capacity?
6. Is the "furra" measure capable of being used so as to defraud the purchaser? If not, what is the security?

I would not trouble your readers or "S. B." with this discussion, but your correspondent is dealing with a subject which vitally affects the poor, and for their sake I am unwilling to allow it to be quietly assumed that the poor are not defrauded. They may be thoroughly protected against the bunula in Salsettee but I should like to be assured of this, and if "S. B." can give me this assurance, and place the matter beyond all doubt, it will be an additional reason for reforming the authorized grain measures in Bombay. The "furra" measure here possesses all the advantages which the letter of "S. B." claims for Salsette; and still I say the poor are defrauded.—Yours, &c.,

THOMAS BLANEY.

Byculla, 19th June.

THE FAKEER'S GRAVE IN THE VICTORIA GARDENS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Of late a good deal has been said and written about the tomb erected by a fakeer in the north-eastern corner of the Victoria Gardens. Some mystery hangs over the origin and progress of this so-called religious work, and the Municipal authorities have been but recently awakened to take action in the matter. It seems to me to be a very simple affair. It is certain that the tomb did not exist a few years ago; it is an encroachment on Municipal grounds. The simplest course will be to pull down all erections there, and remove the fakeer by force. Let him then bring an action against the Corporation for wrongful ejectment, if he could so prove it. It is always best to be on the defensive. It will be a grave mistake to file an action of ejectment against a mendicant from whom the Corporation could recover no costs in the event of its being successful, as, no doubt, it will be. About ten or twelve years ago, a fakeer erected a tombstone in the Old Hunuman gully, and, by degrees, extended its limits and put up a shed. The matter having been brought to the notice of Mr. Forjett, then one of the three Municipal Commissioners, he took a gang of work-people, and made short work of it by pulling down the shed and all. I apprehend there will be no difficulty in following a similar course in the matter of the tomb, which has been a source of so much annoyance to the public which resorts for recreation to the Victoria Gardens.

20th June. M. E. R.

ON THE DOCKYARD OFFICIALS ON THEMSELVES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—"Tatler" was quite right in drawing attention to the fact of the tug Dagmar being dismantled at the very time her services were likely to be required.

It seems, however, to have quietly drawn forth the ire of "Box the Binnacle" in Saturday's afternoon edition of the *Times of India*. From the promptness of his reply and the information it gives, it is fair to consider the writer to be in the secrets of that useless and cumbersome antiquated Dockyard.

"Box the Binnacle" states the Dalhousie is ready to assist distressed ships in any emergency; but I leave it to nautical men to judge what use a screw 1,200 ton gunboat, troopship, frigate, Governor's yacht, or whatever else you like to call her, would be, compared to a powerful handy tug-boat that only draws about eight or nine feet of water. At this season of the year, when several ships are due, and dirty weather is upon us, everything ought to be in readiness for a casualty.

I recollect the Diamond year, and the loss of life that then took place, when Government was without tug-boat, life-boat, or rocket apparatus. Public opinion then ran so strong, that a £500 life-boat was ordered out, and a Chinese crew kept to man it.

It would be a refreshing sight if the Master Attendant would order the life-boat with Chinese crew to row up and down off Apollo Bunder some evening at 6 o'clock, so that the public might see every thing was in readiness. He might also bring out the rocket apparatus and show if he could fire a line over the hulk Clyde.

Nothing else than occular demonstration will ever convince folks that a department which gets rid of its tug-boat directly it is likely to be wanted is ready in other respects to meet an emergency.

PETER SIMPLE.

Bombay, 20th June.

P. S. My friend "Bobstay" says the Dagmar is being docked purposely to show Colonel Fraser the necessity of the Dockyard, but I consider this malicious.

P. S.

FALL OF RAIN IN BOMBAY.

	Fort. In. cts.	Byculla. In. cts.	Colaba. In. cts.
Sunday, June 14	0 25	2 52	0 67
Monday, June 15	1 24	0 50	0 27
Tuesday, June 16	0 61	5 7	1 [illegible]
Wednesday, June 17	4 2[illegible]	1 95	4 45
Thursday, June 18	1 55	0 [illegible]	1 32
Friday, June 19	0 65	1 37	0 48
Saturday, June 20	1 23	0 90	0 91
Total	9 74	13 37	10 0
Previously registered	6 1	6 29	5 87
Grand Total	15 75	19 66	15 87

BOMBAY.

CHEAP ADVERTISEMENTS IN THE "BOMBAY GAZETTE."

With a view to create a system of advertising which, though very successful in England, is still quite undeveloped in India, we propose to publish in future, *at low rates for cash payments*, short advertisements of two or three lines relating to such matters as small sales, business cards, situations wanted or servants required, houses or lodgings to let, changes of residence, articles lost or found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines......Rs. 1
Each succeeding line .... „ 0 8 as.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No advertisement will be inserted for less than *one rupee*, and payment must in all cases be made in *cash*.

In future, these advertisements will always be placed immediately below the New Advertisements in our front page.

A Royal Salute was fired on Saturday last, at 12 noon, in honour of the anniversary of the accession to the throne of Her Majesty the Queen.

Death from the Bite of a Dog.—A Hindoo boy of eleven years of age was bitten by a dog on the 2nd instant, at Malabar Hill, and died from the effects yesterday morning.

The Mongolia, which carried the last Overland mails from Bombay, could not make head against the violent gale which blew on Friday and had to stay all night in harbour. She left early on Saturday morning, by which time the gale had subsided.

Deputy Registrar High Court—Mr. G. H. Farran, First Deputy Registrar High Court, has obtained leave of absence for six months and proceeds home, we believe, by the next mail steamer. Mr. Gill, barrister-at-law, has been appointed to act for him.

Mr. J. C. Hall.—The case of this unfortunate gentleman will be tried in chambers at 11 a.m. this morning, before Mr. Dosabhoy Framjee, acting Senior Magistrate, at the Fort Police Court. Mr. Hearn, the Public Prosecutor, will conduct the case for the prosecution.

The Late Dr. Bhau Daji.—The friends of the late Dr. Bhau Daji have, we learn, set earnestly to work to adopt measures to perpetuate his memory. A respectable and influential committee has come into existence, with Sir Michael Westropp as its President. After a few preliminary arrangements have been completed, a requisition will be addressed to the Sheriff of Bombay to call a public meeting in the Town Hall.

A Daylight Robbery.—A most daring robbery in broad daylight was committed on the 15th instant in the house, No. 2, Neutral Lines, occupied by Mr. Peyton, of the Trigonometrical Survey. He went to office as usual at 10 o'clock, and Kushtna, his hamal, went there at 3 p.m. to inform him that his cash-box had been broken open; but that he knew nothing as to how it was done, or by whom. It was one of Chubb's patent boxes, and was cut open, just as any one might open a tin of sardines. The box contained two currency notes of Rs. 100 each, and cash amounting to Rs. 150.—*Poona Observer.*

Coroner's Inquest.—An inquest was held at the Apollo Bunder on Friday last touching the death of Job George Hill, one of the crew of the British ship Marian Moore. It was shown in evidence that the deceased accidentally fell down the hold of the vessel while engaged in laying tarpaulins over the hatchway. The jury returned a verdict that death was caused by deceased accidentally falling down the hold of a ship.—Another inquest was held on Saturday last on the body of a Mahomedan, Dost Mahomed, who had drowned himself in a tank at Tank Street, Nagpadda. A verdict was returned accordingly.

Extensive Robbery.—Koopchund Mooltanchand, a Marwaree, residing in Shamjee Hassajee Street, reported yesterday morning that during the night of Friday last there had been stolen from his house Rs. 3,320 in cash and notes. There were no signs of the house having been entered; the lock of the box in which the money had been kept did not appear to be tampered with. The police upon instituting enquiries found that the cash and notes belonged to a man who had gone up-country, and was expected to have returned on Saturday last. Detective Khan Bahadoor Akbar Ali examined the premises and was of opinion that the theft had been committed by some one in the house. The house was re-searched, and the whole of the property was found secreted in the small loft over the room. Enquiries are still in progress.

A Petition.—On Saturday last, at the Fort Police Court, Henry Lennon who a few days ago preferred a charge of adultery against the Pathan, Meer Ahmed Khan, petitioned Mr. Patrick Ryan to refuse offers of bail for his (the Pathan's) release from the Common Jail as he was convinced that immediately upon his release the prisoner would continue to live with Mrs. Lennon; and that he had reason further to suppose that if the Pathan were at large, his (Lennon's) personal safety would be endangered. His Worship directed Police Inspector D'Arcy to represent to Mr. Fletcher, the pauper's attorney, Lennon's inability to bear the expenses of a legal prosecution, and request him to render the prosecutor all the necessary assistance. We understand that Mr. Fletcher has refused, as he considers it no part of his official duty, and has referred Lennon to the public prosecutor.

Wilful Disobedience of Lawful Commands.—Captain J. R. Shelliber, of the American ship Jane Ingelow, appeared before Mr. Ryan on Saturday last, at the Fort Police Court, and charged his entire crew, consisting of 12 West Indians, with disobedience of lawful orders. The captain stated that he directed the chief officer that morning to call the men aft; that the crew obeyed, and when asked if they were willing to go to work distinctly refused. He stated to the Court the great inconvenience he was suffering, as his vessel was loaded and his departure was delayed in consequence of the obstinacy of his crew. The prisoners stated in defence that they would under no circumstances return on board, as they considered their lives were endangered by the captain's violent conduct. The captain replied that he had only on a single occasion drawn a revolver, and then only in self-defence; he had no reason to complain of the conduct of the crew otherwise, and he was perfectly willing to take them back if they would promise to obey orders. His Worship remarked that there clearly had been mismanagement on board, but as the charge had been proved, he would sentence the defendants to 14 days' rigorous imprisonment each.

A Hit at Claptrap.—"It is better that ninety-nine guilty persons should escape than that one innocent person should be convicted on purely circumstantial evidence." So said one of our Bombay Magistrates the other day. We have some difficulty in accepting this dictum, though it has a good deal of currency. The innocent are sure to suffer if the guilty escaped. Ninety-nine guilty persons sent forth scot-free into the community, go forth to prey upon more than ninety-nine persons entitled to the protection of the authorities. The question simply is, Is the evidence legally and reasonably sufficient? Scylla here is just as dangerous as Charybdis. Circumstantial evidence is sometimes the strongest. We are not giving any opinion as to the case before the Magistrate, or finding any fault with his decision. It is the principle enunciated that we question. There is legal authority for it, we believe, as there is for many other errors.—*Bombay Guardian.*

The Church Missionary Society.—We have been favoured with a copy of the Church Missionary Society's Report of its Missions in Western India. There are ten European missionaries on the ground, with five at home. There are four Native Pastors. Twenty adults were baptized last year, of whom twelve at Nassick. The communicants number 335. The pupils in the Robert Money School number 182; in all the schools 1,888. The subscriptions and donations amount to Rs. 16,075; grants from Government Rs. 7,845. We are glad to learn that there is a prospect of an early return of some of the missionaries now at home. The stations occupied are the same as for a number of years past, and the work is carried on in the Marathi, Hindustani, Sindhi, Guzerati and English languages. At Hydrabad, Sindh, is an Anglo-Vernacular School of 86 boys (average attendance 67), and at Kurrachee one of 121. There is also at Kurrachee a Vernacular School for Guzaratis. At Nassick the Anglo-Vernacular School has 78 scholars. Mrs. Robertson gives an account of the Boarding School lately instituted in Bombay for the daughters of Native Christians. The number of girls is now 15, and the Report given of them is very favourable.—*Bombay Guardian.*

SHOCKING MURDER.

Between 7 and 8 o'clock on Saturday morning last a shocking murder was perpetrated at the Khudduck road by Rahimtoola Meer Ally, a Mahomedan merchant of the Khoja caste. The unfortunate victim was named Currim Mooljee, a Mahomedan of the same caste, who was stabbed so severely that almost instantaneous death ensued. Some little time ago the murdered man was in partnership with Rahimtoola Meer Ally, and dealt in gold and silver lace, &c. Some disagreement had subsequently arisen, and the partnership was dissolved. On Saturday morning last deceased, who resided with his relatives in Chinch Bunder 4th Lane, was proceeding to his shop in Bapoo Kotee Street, carrying with him a metal box containing gold and silver lace, together with money, of the aggregate value of Rs. 600, and at Combadbowal Row was met by the murderer, who immediately commenced abusing him, and then suddenly rushed upon him with an open clasped knife, measuring about a foot in length. Currim was stabbed twice on the left side of the neck, which brought him immediately to the ground. Upon this the murderer dropped his knife, ran towards Chinch Bunder, shouting that he had committed a murder. He was instantly followed by a crowd of spectators, and arrested by Police Constable No. 1220B with the assistance of Police Constable No. 318A. He offered no resistance whatever, and made no attempt to deny the deed. The body of the murdered man was removed by order of Dr. Weir, the Health Officer, who happened to be passing at the time, to the J. J. Hospital at once, where it was found that life was entirely extinct.

The Coroner's enquiry was held at 11 a.m. of the same day, and the jury unanimously returned the following verdict:—That death was caused by stabs in the neck with a knife inflicted on him by Rahimtoola Meer Ally, under such circumstances that the act of Rahimtoola Meer Ally was culpable homicide amounting to murder.

FORGERY.

The following information was laid on Friday evening last, at the Fort Police Court, before Mr. Dossabhoy Framjee, by William Minns:—I am proprietor of the new billiard-room in 19 Meadow Street. On Tuesday last, the 25th inst., at about midday, a man whom I afterwards learnt to be Arthur Kirkby, came into the billiard-room, and with him there was a Madrassee servant. The said Arthur Kirkby had a bottle of soda-water, which the servant paid for. The said Arthur Kirkby appeared to be in liquor at the time. On the following day, Wednesday, the 17th instant at 4 o'clock in the afternoon, the said Arthur Kirkby came again to the billiard-room, and asked me for something to drink, and to lend him money. He was perfectly sober then. He first asked me for Rs. 50, and said "Don't be afraid for your money." I said I don't care to lend money. He again said "Don't be afraid," and pulled out the piece of paper (A), and told me to hold it as a security for my money. I then gave him Rs. 30 and kept the paper. He then signed the I. O. U. for Rs 30 (B). The said Arthur Kirkby said that he was a friend of Mr. Henry Cleveland, and that he had plenty of money. The paper purported to be an order signed by Mr. Henry Cleveland. The said Arthur Kirkby came back about 9 or 10 p.m. and said he was going to play poole, and asked me to lend him Rs. 10, which he added to the aforesaid I. O. U. (Exhibit B) During the time he played he had refreshments to the extent of Rs. 5-8 and Rs. 3-8 respectively. I added these sums to the I. O. U. at his request. He promised to call the next morning and cash the note (Exhibit A). He failed to do so; and this morning I showed Mr. Henry Cleveland this note (Exhibit A), and he said it was a forgery. I should not have lent the said Arthur Kirkby the aforesaid sums of money, or allowed him credit for the aforesaid refreshments, but for his representing to me that this paper (Exhibit A) was a genuine order, and was as good as money. I charge the said Arthur Kirkby with cheating, and dishonestly inducing a delivery of property, and also with using as genuine a forged document knowing it to be forged; and I pray that he may be apprehended and dealt with according to law. The warrant for Kirkby's arrest was issued, and he was arrested the same evening at the Sailor's Home, and on the following morning placed before Mr. Dossabhoy Framjee at the Fort Police Court to answer to the charge. The deposition of Mr. Minns was read to the prisoner, who declined to cross-examine.

Mr. Henry Cleveland deposed:—I am a solicitor of the High Court, and reside at Malabar Hill. Yesterday morning the last witness came to me at my office and showed me Exhibit A, and asked if the signature was mine. The signature is not mine; I never authorized any one to make it for me. I have had no money transactions whatever with the prisoner. He was sent to my office about a month ago, and I told him that he might work in the office and that he might have Rs. 60 a month. I never spoke to him but on this occasion. The signature on Exhibit A is a forgery.

Sebastino Braganza.—I am a boy [illegible] in Mr. Minns's Billiard Saloon in the Fort. About four days ago the prisoner came to my master's Billiard Saloon at about one or two o'clock in the afternoon and gave this paper (Exhibit A) to my master, saying, "This is a cheque for Rs. 250; give me Rs. 20 on it." My master then gave him Rs. 20 or 25, but I am not sure which, and kept this paper (Exhibit A.) I saw the money paid to prisoner by my master. The prisoner then wrote out this other paper (Exhibit B) and gave it to my master. I did not hear the prisoner say anything as to who has signed this paper (Exhibit A.) I was present when the prisoner called again at 9 o'clock at night. He asked prosecutor for an additional Rs. 10, and I saw prosecutor give them to him. I did not see anything written on any paper on this occasion. Prisoner was sober on both occasions.

Exhibit A. contains the following, to which Mr. Henry Cleveland's signature is forged:—"Please pay bearer the sum of Rs. 250 (two hundred and fifty) only on my account."

At the conclusion of the evidence his Worship formally committed the prisoner to take his trial at the ensuing Sessions. Kirkby, is said to be a person of some notoriety, and has been previously convicted on a similar offence.

BILLIARDS.

On Saturday morning last a match at billiards was played at the Billiard Saloon in Meadow Street recently opened by Mr. Minns, between a marker of the Byculla and another of the Esplanade Hotel. Seats for the convenience of spectators had been arranged round the table which was selected, and the progress of the game was watched throughout with intense interest by some forty or fifty spectators. Both competitors had a large number of backers, and the betting was brisk. The match was for the best of seven games, each of a 100 up. The match commenced at 10 a.m. precisely, and the first game, which was played in 30 minutes, was won by Antoine, the marker of the Byculla Hotel, who left his antagonist, Pedro, at 67 points. The second game was commenced almost immediately after, and Pedro's backers were more hopeful when he led off with a succession of small breaks, and was at 39 before Antoine had scored a single point, when a brilliant break of 42 by Pedro concluded the game, which occupied 20 minutes, Antoine had only succeeded in scoring 36 points. The third and fourth games were closely contested, and occupied exactly 56 minutes; Pedro winning the third, and Antoine the fourth. The largest break (51) during the match was made by Antoine in the next game, which was won by him in 18 minutes; and in fact, throughout this game, he appeared to "have it all his own way," making seemingly impossible hazards and intricate canons. The next game fell to Pedro; and then followed the seventh, which was to determine the conqueror. Both played excellently, and never during the game was there a difference of many points between them; rendering it impossible to arrive at any certainty as to the issue. At the end of precisely 33 minutes, however, Antoine proved the winner by only 11 points. Pedro's defeat was attributable more to his lack of coolness rather than to the superiority of his adversary; and he was frequently desired by his backers to "pluck up his courage," a precaution he might have used with considerable advantage. The match was played in exactly 3 hours and 10 minutes, and the betting throughout was even. We understand that there is a prospect of several matches yet, and we congratulate Mr. Minns upon his admirable arrangements to accommodate spectators.

According to the latest news from Athens the judges rejected on the 15th of May the demand of the Turkish Government for one-half of the Trojan treasure which Dr. Schliemann discovered at Hissarlik and conveyed to Athens. The arrangement now comes to seems to be that Dr. Schliemann is to employ 103 to 150 labourers for three or four months at Hissarlik, and that whatever is found by them is to be the property of the Turkish Government. In the meantime the Turkish Government has not been inactive. The large slabs on the road which were discovered at Hissarlik at a depth of 30ft. have been removed, and below that pavement a much more ancient pavement of large chalk-stone slabs has now been brought to light. While the stratum which Dr. Schliemann and other Schliemanists assign to Priam and his family extends only from 27ft. to 32ft. below the surface, these new excavations reach from 30ft. to 53ft. Those who believe that there must be some kind of historical foundation for all mythological and epic poetry, will have to assign this new stratum to Laomedon, Priam's father, whose Ilion was destroyed by Hercules "with only six ships and fewer men."

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LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

THE DURHAM ELECTION.

LONDON, 20TH JUNE.

The result of the election for North Durham was as follows:—

Mr. C. M. Palmer (Liberal).
Mr. G. Elliot (Conservative).

The Conservatives thus gain one seat.

LOSS OF A TURKISH SHIP.

The Turkish ship Kars has sunk in the Sea of Marmora with the loss of 320 lives.

OBITUARY—M. Jules Janin, Rev. J. C. M. Bellew, Sir F. Pollock.

THE NATIONAL ASSEMBLY.

PARIS, 20TH JUNE.

The Assembly have rejected further important clauses in the Municipal Bill, but Government have nevertheless proceeded with the measure and claim the right to nominate Mayors.

PARIS, 20TH JUNE, EVENING.

The Assembly have adopted by 358 against 329 an amendment of the Municipal Bill prolonging for two years the prerogative of Government to nominate Mayors.

The French Ambassador at London has resigned.

THE RECEPTION AT THE VATICAN.

ROME, 20TH JUNE.

His Holiness the Pope, in receiving the congratulations of the Sacred College on the anniversary of his accession, said that he had refused the proposals of reconciliation with Italy which had been made to him by high personages, because any concession would be injurious to the Church and to society.

ILLNESS OF GARIBALDI.

Garibaldi is seriously ill.

THE CARLIST WAR.

MADRID, 20TH JUNE.

The Carlists have concentrated their forces within entrenchment on Monte Jurro near Estella. General Concha's operations are being hindered by bad weather.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 19TH JUNE, NOON.

Total Week's Sales of Cotton	67,000	bales.
" " " Surats	16,000	"
" " Imports of Cotton	47,000	"
" " " Surats	23,000	"
" Stock of Cotton	940,000	"
" " " in London	134,875	"

Surats during the week have been very freely offered, but have been only in moderate demand, quotations being irregular, ranging from 1/16 to ½ lower.

LONDON, 19TH JUNE, AFT.

The Liverpool Cotton Market closed quiet. Surats dull.

The London Cotton Market has been quiet.

Fair Dhollera	5 7/16d.

The Manchester Market has been dull.

7 lbs. Shirtings	7s. 3d.
8½ lbs. do	9s. 0d.
40s Mule Twist	1s. 0⅝d.

MR. LETHBRIDGE has been appointed to act as Principal of the Kishnaghur College.

THE Police Courts establishments are going to give a day's pay towards the Connon Memorial.

THE Directors of the Bank of Bengal, at their meeting on Thursday, reduced the rate of interest and discount one per cent. all round.

IT is reported that Government is contemplating the abolition of one of the offices of Deputy Surgeon-General in all circles where there are now two such officers.

MR. JAMES TAYLOR, Assistant Accountant General, has been appointed specially for the purpose of inspecting the Famine and Sub-Treasuries in the distressed districts.

IT is rumoured that Mr. N. M. W. Daniell, acting Judge and Sessions Judge, Poona, and Agent for the Sirdars in the Deccan, is a candidate for the post of Senior Magistrate at Bombay.

MR. A. T. CRAWFORD, of the Bombay Civil Service, arrived sick from Rutnagherry by palkee three days ago, and was at once ordered home for his health. He accordingly left for England on 12 months' sick leave by the mail steamer of Friday last.

MR. J. D. SANDFORD, C. S., the Judicial Commissioner of Burmah, is about to go home on three months' privilege leave. He will be replaced during that interval by one of the Burmah Commissioners, in all probability by Colonel Brown.

OWING to sickness amongst the horses, one officer, 48 men, and 49 horses of the B Battery 11th Brigade R. A., have been ordered to march from Barrackpore to Dum-Dum. Veterinary Surgeon Rayment has been telegraphed for from Allahabad to attend to the horses.

A SUIT against the Government of India was heard on Wednesday last in the High Court of the Punjab, at Lahore, before Mr. Justice Bulnois, preferred by Mr. O. de G. Bertola, contractor for the New Barrack at Lahore, in which five issues were raised respecting the building of barracks for married women at that station. The further hearing has been postponed.

THE following *on dits*, the *Englishman* observes, may be taken for what they are worth:—Sir Philip Wodehouse, Governor of Bombay, has been recalled. Sir Richard Temple steps into his shoes. Mr. Ashley Eden comes to Bengal. Burmah is to be ruled by either Colonel Keatinge, at present Chief Commissioner of Assam, or by Mr. Schalch, who, in the event of Colonel Keatinge's going to Burmah, may get Assam.

MR. FORSYTH's party left Yarkund on the 19th and reached Koolanooldi, on the south side of the Yangidawan Pass on the 31st ultimo. They were expected to cross the Sassir Pass on the 9th, and to reach Leh about the 17th or 18th instant. So far they have met with no mishap. Mr. Johnson has constructed two large rafts to facilitate the passage of the Shyok river. Traffic at Leh, for the week ending the 7th instant, 125 coolie-loads from the Maharaja's territory.

AT the Cathedral last evening the Ven. Archdeacon Leigh Lye briefly but most feelingly alluded to the death of the late Bishop of Bombay, Dr. Harding, the news of which was announced by Reuter on Saturday. The organist played as an introductory voluntary, "Blessed are the departed," and at the close of the sermon the choir sang Hymn No. 191, "Christ will gather in his own." The concluding voluntary was the "Dead March in Saul."

WE regret to learn that the break on the Madras Railway is a serious one. It is unfortunately true that a permanent-way inspector was killed, and that the fireman died very shortly after the accident from injuries he received in it. The rumour is that the bridge fell just as the train came upon it. It was an engineer's train. The mails were delayed some hours; but the G. I. P. train has been kept at Raichore each day until the Madras train came in, so that as far as Bombay is concerned the through communication has not been interrupted.

THE G. I. P. Railway had several slips on the Bhore Ghaut last week. Nothing however of any consequence, and not more than usually happens when the first heavy rain comes each season; but they have made the trains irregular. A correspondent who came down on Wednesday was delayed a couple of hours by a running fire of falling stones and boulders which only ceased on a temporary lull in the rain. But the lines have fortunately escaped so far without injury to trains or persons.

THE *Englishman*:—We believe that it is quite certain that the rumour to which we have referred, regarding the transfer of the province of Berar to the Nizam's Government, is unfounded. No alteration is likely to be made in the arrangements under which it is now assigned by treaty to the British Government. Our Madras contemporary was wrong in stating that Berar was made over to the British Government as security till a certain amount advanced to the Nizam was returned. It is held in order to defray the expense of the Hyderabad Contingent, and Sir Salar Jang has no power whatever to alter the treaties under which we hold it.

THE setting in of the monsoon this year has been characterized by a more than usually protracted series of squally and unpleasant days. And, from what we have been able to gather from the newspapers published in other parts of India, it would seem that Bombay has not been singular in this respect. From Madras and several stations on both the Coromandel and the Malabar coasts we hear of considerable disturbances in the state of the weather. The last Calcutta papers to hand also tell us that the double black cone was hoisted at Bankshall on Wednesday signifying that a cyclone might be expected, as a cyclonic vortex was believed to be forming in the Bay of Bengal.

THE Lieutenant-Governor of Bengal has sanctioned a proposal made by the Sanitary Commissioner for at once starting Dr. Wilkie on his tour of investigation into "the nature and causation" of the fever in Burdwan and Hooghly. When the sanction, however, was given—about three weeks ago—Burdwan seemed to be free from fever. It was accordingly suggested that Dr. Wilkie should begin by clinically observing the cases in the Sudder Police Hospital and Dispensary. But in July, August, and September next, Mainapore and the surrounding villages will, it is expected, suffer severely from the fever. In these villages it is suggested that Dr. Wilkie should conduct his observations.

THE *Pioneer*:—The Viceroy has given the command of the 2nd Sikh Infantry, rendered vacant by the transfer of Colonel Gardiner to the 5th Goorkhas, to Major Boswell, the second-in-command of the regiment. Major Close, of the Goorkhas, gets the vacant command of the 4th Punjab Infantry, *vice* Major Bainbridge, gone on two years' furlough. Under ordinary circumstances, Major Close, from his long service with the same regiment, might have expected this promotion: but the appointment being one of the prizes of the Frontier Force, he had to give way to a senior officer. We are glad to see he has been in a measure compensated by obtaining command of a regiment which is also ta Abbottabad

THE same paper remarks:—Our Russian visitor, Prince Czetwertynski and party, consisting of Count Batthyany, Baron Orezy, Captain Howard, R. H. A., and Lieutenant Gerard, Central India Horse, started from the neighbourhood of Indore on the 14th April, and up to the 30th of May—when the unusually early rain put an end to all sport—bagged 17 tigers, 4 panthers, and 6 bears besides sambhur, cheetahs &c.; five more tigers fired at escaped, wounded or otherwise, as might be expected when a large number of sportsmen were novices to shikar. When the rain unfortunately terminated proceedings, no less than five tigers were marked down, but all decamped. The party had to halt several days before commencing their return, owing to the flooded state of the river."

THE home correspondent of the Allahabad paper tells us that a great sensation has been made in the musical world by the appearance of a wonderful lady-pianist, Madame Annett Essipoff. Herr von Bulow pronounces her absolutely the first in the world. After this generous or gallant declaration on his part, it seems an unkind return to state that is only the truth, and that Madame Essipoff does really surpass, if possible, von Bulow himself. Execution has no difficulties for her, while she has a way of coaxing or pressing out of her instrument sounds of such wild pathos as wood and wire never gave before. Musicians say that she reminds them of Chopin, only that whereas he was supreme only as an interpreter of the romantic school, Madame Essipoff has taken all music to be her province.

CAPTAIN MOLLOY in his Ladakh diary mentions that from accounts which he has received, the Yarkand Mission should be about crossing the Susser Pass on the 9th instant, and allowing a day or two's halt in the Nubra valley, it was expected the party would reach Leh about the 20th instant. The party have so far met with no *contretemps*. Mr. Johnson has, we are told, constructed two large rafts to assist the members of the mission to cross the Shyok river in case of a flood. The rafts he hopes will enable him to transport men, baggage, and animals without the slightest risk across the river. There has been rain in Ladakh and also snow in the higher ranges, together with cloudy weather, which for the latter part of the week prevailed, and it was hoped would have acted favourably in decreasing the rate at which the rivers were rising.

THE Paupugnee bridge, the scene of the railway accident on Tuesday, the *Madras Times* informs us, is 175 miles distant from Madras, 14 miles on the other side of Cuddapah, and one mile south of Camalapoor. The river, which is an important one, takes its rise in Mysore, and drains a large area of country. Not far from Cuddapah it joins the Pennar, which also rises in Mysore, but makes a most circuitous journey through the Bellary district. Near the junction of these streams, a third, the Koond, which flows from the Kurnool district, combines with them, and thus augmented, the Pennar passes near Cuddaph, which is left only some four miles or so to the south-west. A few miles further on is the village of Sidhout, situated on the left bank of the Pennar, and here, except during the rainy season, the flat, sandy river bed is verdant with melon gardens, whose produce is famous for its excellence throughout the whole of Southern India.

IN February 1873 the steam-ship Mesopotamia caught fire in the Bushire roads. As all efforts to extinguish the fire had failed, it was deemed advisable to save as much of the cargo as possible. This was accordingly attempted and a great portion of the cargo was saved. Subsequently a claim for salvage was advanced by the Governor of Bushire on the ground that the shore boats which landed the cargo could not have been employed without his permission, and for duty on account of goods landed. The Governor at the same time refused to allow that portion of the goods which had been landed and deposited temporarily in the Custom House buildings to be re-shipped until a salvage equivalent to one-third of their value had been paid. Eventually, however, permission was given to ship the cargo, the question of salvage being reserved. On a representation from Her Majesty's Minister at Teheran, the Governor of Bushire withdrew his claim for salvage, and at the same time the claim for Customs duty was disallowed. It has recently been reported that the matter has been finally settled by the payment of double rates to the boats which landed the cargo.

THE *Friend of India*:—On the eve of quitting India for a time Mr. Blanford, the meteorological reporter, has made a most important contribution to our already voluminous famine literature. In his report for the past year he deals with that disturbance of the rainfall which caused the drought in Behar and other portions of Bengal. The observations so confirm those made in the previous famine year 1868, that he is bold enough to dignify with the term "law" the conclusion at which he has arrived. It is, that the abnormal features of each monsoon are as persistent as their normal characteristics. This persistency should enable the meteorologist to forecast the season for a few months, whether it be usual or unusual, and thus to provide a famine-warning worthy of the name. Thus in 1868, as contrasted with 1869, an unduly low barometric pressure in the north-west of the Bay of Bengal so obstructed the cloud-bearing winds as to deluge the lower delta and cause that drought in the North-West which led to the horrors of Rajpootana and Central India in 1869. In 1873 atmospheric pressure has deviated from that of ordinary years still more widely but persistently. As these reliable observations have been made for only seven years, and within a very moderate portion of Eastern India, the data are hardly sufficient to justify the application of the term "law" to this abnormal persistency. But it looks as if Mr. Blanford had really discovered a clue which, after farther data, may enable observers to anticipate, and therefore to provide against, a short rain-fall resulting in dearth.

IT has been notified in the *Fort St. George Gazette* that the Taluqs of Badrachalum and Rakapalli, which formed part of the Upper Godavery District of the Central Provinces, ceased to be subjected to the Chief Commissionership of the Central Provinces on the 1st April and became subject to the Presidency of Fort St. George. This change, the *Madras Mail* observes, has evidently been accomplished by the successful opening of navigation which has already begun to develope the resources of Dumagoodiem, Badrachalum and other places. According to a letter from Colonel Fisher, and the return annexed of the traffic in last March, up and down the river, 215 boats conveyed cargo to the value of Rs. 63,600. This is but the germ of future prosperity. A steam communication is also to be opened on the 20th. The addition of this large tract of land to the district of Godavery which by the census of November 1871 then contained 1,854,178 souls and yielded a revenue of Rs. 4,054,724, has naturally led to the consideration of relieving the district of some taluqs; and it is in contemplation to transfer Nursapoor and Ellore, or both, to the Kistna Collectorate, the head-quarters of which is in Masulipatam, at a reasonable distance, with a navigable canal leading to it; all being, moreover, geographically connected by the two great rivers. Ellore had belonged formerly to Masulipatam and was transferred to the Godavery district before it had risen to its present greatness. The revenue and judicial work which will now be enhanced is considerably heavier than in the Kistna, and the population is already one hundred and fifty thousand greater. Hence the proposed transfer will save the executive officers from being over-burdened.

THE MADRAS RAILWAY CATASTROPHE.

(*Madras Mail.*)

WE have gathered the following further particulars regarding the disaster near Cuddapah. The train from Raichore had crossed the scene of the accident at 10 o'clock the previous night, and the 6 P. M. mail train from Madras passed over the bridge in safety three hours and a half before the latter gave way with the inspection train. It is, we are told, usual for inspection trains to travel at great speed; one informant says at sixty miles an hour; but this is probably an erroneous estimate based on the principle of *omne ignotum pro magnifico*. However this may be, there is nothing in such rapid running to cause properly constructed bridges to collapse, and, moreover, it is stated that the driver of the inspection train slackened speed to thirty miles an hour, before reaching the river. It is supposed that almost immediately the engine came on to the bridge it was derailed, and was thus forced into collision with the cap of a screw-pile. The screw-pile was consequently wrenched away from the girder that was resting on it, and the whole structure at this part of the bridge became a ruin. The engine, it is said, turned completely over before finally resting on the bed of the river. The fall, which was one of eighteen feet, broke the boiler, but the latter fortunately did not explode, or much more serious consequences than have actually occurred must have taken place. The funnel was thrown to a distance of about twenty yards. The roof and sides of the inspection carriage were knocked out of all shape, only a few planks holding together, while the bottom tumbled to pieces like a pack of cards, Mr. Robinson, Mr. Haworth and others falling through on to the engine. The driver was found buried under the *debris*, a girder lying over him. The unfortunate permanent-way inspector, Mr. Sa'oor, was also buried under girders, carriages, &c. Luckily for the guard, the couplings of his van snapped, and it was therefore left standing on the brink of the gap. Four miles from the scene of the accident, the engine seemed as if about to run off the line, and owing to this circumstance the driver thought it prudent to shut off steam. The engine was a light Kitson, and if the wheels were not in very good gauge it may have "mounted" at the bridge, as the line is slightly curved there. The bed of the river was fortunately dry at the spot where the accident took place, but water was running in other parts of the channel. The native fireman died within a quarter of an hour after being carried into Cuddapah, and the medical authorities are of opinion that death ensued from the shock to the man's system owing to his violent fall. Mr. Elwin, the Agent and Manager, having received Mr. Robinson's telegram reporting what had occurred, proceeded to Camalapoor by a special train, which left Madras at 12 o'clock noon, on Tuesday, and he was accompanied by Colonel Shaw Stewart, the Consulting Engineer for Railways; Mr. Going, the Acting Chief Engineer, Mr. Boodle, Acting Locomotive Superintendent, Mr. Moss, Deputy Traffic Manager, and Dr Hackett. They arrived at the spot shortly after 6 P. M. Mr. Church, the Traffic Manager, came to Camalapoor by another train. The engine driver, Lamb, was brought into Madras yesterday morning by the mail train, and was immediately conveyed to the General Hospital. His injuries are described as being of a very serious nature. His face and legs are much scalded, and he received two contusions, one on a temple of his forehead, and another on the scalp. The Agent and Manager, the Consulting Engineer for Railways, and the medical officer, returned to Madras last night by the ordinary train. Mr. Church was left at Camalapoor, where he has improvised a refreshment-room for the accommodation of those unfortunate passengers who may be detained there. Taking all things into account, mails have not been much delayed, the overland packets from Bombay being delivered in Madras this morning at the right time; and there is consequently no reason to fear that the mail for England which left Madras yesterday will not reach Bombay in time for the mail steamer. The engineering department are busily engaged in laying girders across the gap, and it is expected that the bridge will be re-opened for through traffic in a few days. Machinery for lifting the engine, &c., from the bed of the river, had been forwarded from the Madras works.

THE RAJPOOTANA (STATE) RAILWAY.

(*Pioneer's Correspondent.*)

THE outward and visible signs of the approaching railway are making themselves apparent in Ajmere. After months of vacillation—nobody's fault, of course—the station site has been finally determined, and the reign of stone and mortar has commenced just outside the city walls of the old town. In fact the authorities have distinguished themselves much lately in the matter of decisions. After a long period of indecision they have made up their minds on no less than three other points than the choice of the Ajmere station site. They have decided that the branch extension to Nusseerabad shall be energetically proceeded with. They have also selected one out of three suggested station sites in that cantonment, and finally they have condemned all previously proposed lines of route between the two stations, and accepted a new one, which apparently no one had thought worthy of notice before. The earthworks from Sambhur to Ajmere are in a very forward state, and the bridges are being steadily proceeded with. On this side of Sambhur there are no engineering difficulties; the slopes of the country are favourable to the gradient which is permitted in construction. The water channels are small and the foundations are for the most part good. As far as that section of the line is concerned everything would be in readiness by the end of December. The obstacle lies in the section between Jeypoor and Sambhur, where the bed of the Imanishah has to be crossed. It is one of those rivers, which except in flood seasons, has little or no water in it, but it possesses a treacherous sandy bed, which offers no suitable foundations for some sixty or seventy feet below its surface, and the delay which is unavoidable in completing so formidable a work tells upon the line beyond. Besides which, I believe the theft of rails by the Bengal famine people has left us short of material. There is, however, still enough in stock to complete the line to Sambhur, which is of course the immediate *raison d'etre* of the line. Already the influence of the line is being felt at that mart, and merchants are making large purchases in anticipation of the opening of the line at Jeypore next month. The salt season at Sambhur Proper has been a most successful one, about 1,000,000 maunds of salt having already been extracted. The two other manufactories of Nawah and Goodha, on the further shore of the lake, have not been so successful. But this is no great matter for regret, as the supply on that side already exceeds the demand. In fact these two manufacturing places are felt to be a great clog upon the success of the Government speculation. We have to pay the Jhodpore Durbar three lakhs a year for them; and there is no chance of their paying their expenses, while out of the Sambhur and Jepogue salt-fields we can extract salt enough to supply India, provided that labour be procurable. We cannot, however, afford to give up Nawah and Goodha, for though by so doing we might be rid of the three lakhs rental, we should place it in the power of the Jhodpore Durbar to undersell us. For their manufacture would be saddled by no extraneous expenses, while that of Sambhur and Jepogue is burdened with a rental of 3 lakhs to the Joint Governments of Jeypore and Jodhpore. Nawah and Goodha are, therefore, rather like white elephants to us. We are afraid to give them up, and they are expensive to maintain. But with even a drawback of this kind it is probable that the Sambhur salt works will pay their expenses when the rail is opened, and indirectly as a boon to the people of our own provinces the arrangement stands recommended beyond the reach of cavil.

BOMBAY PORT TRUST.

EXCERPTS from the proceedings of a meeting of the Trustees of the Port of Bombay held on the 18th instant.

Read letter from the Traffic Manager, dated 8th June, recommending that when goods landed at the Customs Bunder are removed from the shed, in which they have been originally deposited into another shed, an extra fee, equivalent to the wharfage fee, be charged, irrespective of the length of time such goods may have been on the wharf.

Resolution.—Referred to the Bunders Committee for disposal.

Read Government Resolution No. 775, dated 12th June, forwarding for the consideration of the Trustees a plan by Mr. S. A. Johnson for a series of docks between the Castle and Arthur Bunder, with descriptive report thereof.

Resolution.—Mr. Johnson should be thanked for the trouble he has taken in preparing the plan for a series of docks between the Castle and Arthur Bunder. It should also be intimated to Government that although the Trustees consider it not improbable that docks may be constructed at some future date on the site indicated, they do not at present contemplate providing deep-water berthage in that locality.

Submitted report (given below) of the Dock Committee, dated 17th June 1874.

(1.) On the design for the Elphinstone Dock and approaches as prepared by Mr. Ormiston.

(2.) On a general scheme for the utilization of Mody Bay.

(3.) On the scheme put forward by Mr. Edwin Clark for providing dock accommodation at Bombay.

A printed copy having been furnished to each of the Trustees before the meeting, the report was taken as read and the following resolutions were passed on it:—

Resolution.—(1) As regards Mr. Edwin Clark's scheme, the Trustees agree with the expression of opinion contained in the sub-paragraph No. 10 on page 4 of the Dock Committee's Report, which is, that "there does not appear to be any special or new feature in Mr. Clarke's design, taken as a whole, to commend it to the serious attention of the Trust."

(2.) With reference to para 24 of the report which is as follows, "It rests for the Trustees to decide whether they wish to re-open the question of docks at Mody Bay at all," it was proposed by Colonel Trevor and carried that the Trustees recognize the great advantages of Mody Bay, but the works at the Elphinstone Estate are so much further advanced that both the immediate outlay and the time required for commencing and carrying out the works, will be considerably less than if the Mody Bay scheme were adopted, and, on this ground, they consider that the Dock on the Elphinstone Estate should be taken first in hand, and the Mody Bay site reserved for the additional docks that will probably be required before the lapse of many years."

(3). It was then proposed by Mr. Bythell and carried that "the Trustees approve of paras 4 to 9, inclusive of the Dock Committee's Report, and adopt the suggestions of the Committee contained therein. The Trustees recommend Government to sanction the construction of the Elphinstone Dock, and to permit the Trustees to put the work in hand at once in accordance with the terms of the report mentioned above."

REPORT OF THE DOCK COMMITTEE.

H. P. LeMesurier, Esq., President.—Colonel Ballard, Colonel Trevor, Captain Giles, F. Mathew, Esq. Members.

BOMBAY, June 17th, 1874.

THE Dock Committee have the honour to report, for the information of the Trustees, that they have examined most carefully the design for the Elphinstone Dock and approaches as prepared by Mr. Ormiston.

2. They have had under consideration a general scheme for the utilization of Mody Bay, which has been drawn out by Mr. Ormiston, and is herewith submitted.

3. The Dock Committee have directed their attention to the Mody Bay question, with a view to reporting upon the scheme put forward by Mr. Edwin Clarke.

4. The estimates, specifications of works, and conditions of contract for the Elphinstone Basin, which accompany Mr. Ormiston's designs, have been examined in detail by the Committee.

ELPHINSTONE DOCK.

5. (*a*) The original design for this dock has been modified by altering the approach, so as to place the entrance to the dock in the south-east corner, instead of in the centre of the eastern side, and facing to the south-east, instead of to the east.

(*b.*) By this plan, the *necessity* for opening the Elphinstone channel is altogether obviated, and there is now no further occasion to discuss the practicability of dredging out and maintaining this approach.

(*c*) In a report of the Dock Committee, dated 19th May 1874 the majority of the Committee express unfavourable opinions as to this Channel, in which view Mr. LeMesurier does not coincide. He desires here to state that he considers the material through which this channel, if ever it is required, would be dredged, will not require such a flat slope as Mr. Ormiston has provided, viz., 12 to 1, and would not be costly to maintain, under the conditions of a brisk screw steamer trade. Some light will, however, be thrown on this question during the progress of the works in the course of the next few years.

(*d.*) After very full discussion it has been decided to recommend to the Trust a dock entrance, as shown on the signed plan 1156, which is accepted by Mr. Ormiston as a feasible entrance, although he would prefer an entrance at right angles to the dock face. It must be noted, however, that some members of the Committee are of opinion that, the entrance might have been made even more directly to the south than is shown on the plan 1156, and that such a channel would be easier to work and less expensive to maintain.

(*e.*) The design as now submitted to the Trust provides for a channel by which the dock can be approached from the south with a bottom width of 300 feet at reduced level 57·00. This will allow of a depth of 15 feet at extreme low-water spring-tides, and of 23 feet at mean sea level, 26·00 at H.W. neap tides, and 31·00 at H.W. S.T. The velocities of the current will be somewhat equalized, but will not be very materially altered from what they are at present.

(*f.*) The closing of the entrance in the east face of the dock admits of the possibility of a saving on the estimated cost for the whole work, of about nine lacs of rupees, that is to say, the total amount may be reduced from 67 lacs to 58 lacs. This saving can be effected by completing the eastern wall (or eastern jetty, as it is called on the plans) in the same manner and with the same class of work, founded at the same depth, as is the existing portion of the wall.

6. This saving represents a large sum of money, and may be deemed worthy of consideration. Mr. Ormiston admits the practicability of carrying out the design in such a manner as to attain to this end, but he strongly advises the Trust not to be led away by a wish to diminish the first outlay by the adoption of a plan which he thinks must ultimately result in heavy expenditure under peculiarly disadvantageous conditions. The Committee do not think there will be any pressing necessity for building this wall, and recommend that the expenditure of the nine lacs may be saved.

7. It remains for the Committee to state that they have carefully gone through, in detail, the conditions of contract and the specification of works, and they have altered such parts as appeared capable of improvement. They consider that these documents, as now laid before the Trustees, are sufficient to allow of the works being let to contract, except so far as they are affected by the altered entrance referred to in para. 5 (*a.*)

8. The bill of quantities appears to have been properly made out, and the rates (for arriving at which full data are furnished) are moderate, and the Committee consider that responsible contractors would be willing to undertake to do the work at the rates given.

9. The Committee trust they have now complied with the conditions of para. 6 of Government Resolution No. 507 of 20th April 1874, and beg to report that the project is sufficiently matured to be put in hand if sanctioned by the Trustees and by Government.

MR. EDWIN CLARK'S SCHEME.

10. The Trust are fully aware that until Mr. Clark's scheme was submitted for their consideration by the orders of Government, the question of the Mody Bay site had, for the present at all events, been considered as disposed of.

11. It has not been an easy matter, however, to comment on Mr. Charke's scheme without to some extent re-opening the whole question. To enable the Trust the more readily to undertake this duty, a general plan for a dock at the Mody Bay site has been prepared by Mr. Ormiston, together with an estimate of the cost of such a work.

12. The Committee desire to state that Mr. Ormiston has, for many years past, had under consideration the character of a design for docks in this position, and his plan is not open to some of the objections which appear on Mr. Clarke's design. These objections may be briefly summarised as follows:—

(1).—Mr. Clarke's scheme has been submitted to the Committees in an incomplete form, and is not accompanied by estimates.

(2).—The design as a whole is beyond the present requirements of the port or the means of the Trustees.

(3).—If the whole project was carried out, it would not be practicable to work the existing trade of the port through the openings and inside channel provided.

(4).—The position of the entrance as designed is too exposed, and is so arranged that ships would lay in a measure across the tide.

(5).—A leading feature in the design is a long bank on the harbour face, with pitched slopes and jetties on the inner side. It is perfectly clear that in such a position by work of this class a large area of most valuable space would be rendered useless.

(6).—The destruction of work is already completed by cutting through Carnac, Nicol, and Musjid Bunders, the destruction of the south wall of Mody Bunder, and the filling up of Mallet Basin, on all of which a very large amount of money has been already expended.

(7).—The zigzag principle of the inner large dock wall would not be economical in construction and is not required.

(8).—With regard to the Lift dock, the Committee can see no occasion whatever to jusfy the removal of the Hog Island Lift from its present site to a position which would occupy practically one-fourth of the whole area of the Elphinstone Dock, which area would be worth in round figures £150,000, representing a rent for interest alone of £6,000 a year. The cost of removal and re-erection, and the value of the new site as proposed by Mr. Clarke, would very nearly double the present expenditure on the Lift.

(9).—The Railway arrangements, as they are drawn, are not those best adapted to the requirements of the Bombay trade.

(10).—In fact, there does not appear to be any special or new feature in Mr. Clarke's design, taken as a whole, to commend it to the serious attention of the Trust.

13. The only portion of Mr. Clarke's design that appears to the Committee to be worthy of consideration is the proposal to utilize Mody Bay.

14. To enable the Committee to take this proposal fairly into consideration, they have obtained an estimate from Mr. Ormiston for his plan for docks at Mody Bay.

15. The Mody Bay project, as designed by Mr. Ormiston and estimated at the same rates so far as they will apply, as have been adopted in the Elphinstone scheme, would cost 204 lacs, of which the Land Estate stands at 24 lacs, thus leaving 180 lacs for the cost of Mody Bay Dock and Basin, as against 95 for the complete Elphinstone scheme.

16. The time required for construction would be 12 years in the one case as against 7 years in the other for the whole project.

17. The Elphinstone Dock would cost 70 lacs according to Mr. Ormiston's report No 146, para 12, of 10th June 1874, (but if the southern entrance is adopted, it would be reduced to 59 lacs,) and the Mody Dock 128 lacs; but the majority of the Committee are of opinion that alterations in the latter estimates may be made as follows:—

(1). The Stilling Basin appears unnecessary, a pier or breakwater from the Castle as approved by the Committee of 1867 for Mr. Russel Aitken's designs, or some other arrangement would answer. This would save	20 lacs.
Or would add one-half to the area of the Dock Basin if the money proposed were spent.	
(2) The area of land reclaimed by the Mody Bay Dock scheme is 240 000 square yards more than that recovered by the Elphinstone Dock scheme, and at Rs 20 per square yard, is worth, after deducting the cost of reclamation	30 lacs.
(3). Mr. Ormiston puts the cost of filling in at the Elphinstone Dock at half a rupee per 100 cubic feet (instead of 3 rupees as at Mody Bay), because, as he says, the "material will be got from the dredging and excavation." The same principle applied to the Mody Bay Estate to the extent of reducing the rate by one-half would reduce the estimate by about	5 lacs.
(4.) If instead of building a regular wharf wall on the harbour frontage, Mr Clarke's system, or a modification of it, were adopted there would be a saving of say	7 lacs.
and of 5 years in time.	
(5.) The plan for placing Mody Dock suggested in the P.S. at page 5 of Mr. Ormiston's report, No. 146, of 10th June, is the one referred to in the above memoranda, and gives a further saving of	6 lacs.
(6). The total reduction of cost is thus	68 lacs.

reducing the estimate to 60 lacs.

18. On the other hand, the long channel of approach to the Elphinstone Dock (even supposing the eastern approach is abandoned) will cost more for dredging than the Mody Dock approach, say half a lac per annum; at 4 per cent. this adds 10 lacs to the Elphinstone Dock project, bringing it up to 69 lacs.

19. These figures are given in a general way to show that the Mody Dock may not contrast unfavourably, whether as regards time or expense, with the other.

20. The Committee have not obtained any estimate of the cost of Mr. Clake's design for a dock in Mody Bay, but from the observations already made, it will be seen that their opinion is in favour of Mr. Ormiston's plan, on its general merits, and they think that with the modification suggested, it will also prove the least expensive.

21. In the opinion of the majority of the Committee, it is to be regretted that the advantages of Mody Bay as a site for docks have not of late received the attention that ought to have been bestowed on the question before a final decision was arrived at.

22. Mody Bay was the site selected by the Committee of 1867, and the chief ground for setting aside their decision was the increased value which would accrue to the Elphinstone Estate by placing docks there, an argument which loses much of its force when it is remembered that the Port Trust and Government have a large unoccupied area at Mody Bay.

23. If the docks are placed at Mody Bay, the wharfage and anchorage of the immense coasting trade, which from time immemorial has centred at the Elphinstone Estate, are left undisturbed. The arrangement would be more convenient both to the foreign and coasting trade, and would be preferred by the owners of property in the Fort, Colaba, and the native town.

24. It rests for the Trustees to decide whether they wish to re-open the question of docks at Mody Bay at all.

25. Paras. 17 to 24 reviewing Mr. Ormiston's Mody Bay plan, and placing before the Trust certain modifications in the estimates, have been inserted at the request of the majority of the Committee. Mr LeMesurier refrains from an expression of his opinion, as he is unable to satisfy himself at short notice as to the accuracy of the views therein contained, and he does not consider that a further reference to Mody Bay is now called for, beyond what is necessary to review Mr. Clarke's scheme.

26. He would point out that the Elphinstone scheme is already far advanced, whereas Mody Bay is at present a part of the open harbour, and he is of opinion that the present construction of a wet dock, wherever it may be placed, can be considered but as the first step towards the gradual but certain improvement of the port of Bombay, and the completion of the existing Elphinstone works naturally suggests itself as the first and most prudent step in this direction. If docks are built elsewhere, the Elphinstone Estate would remain as at present a burthen on the Trust and on the trade.

27. He considers that the carrying out in the first instance of the Elphinstone project, would provide for the existing trade, and would leave Mody Bay free as a site for the docks of the future, which will surely be required, and must, when the time comes, be designed to meet the then requirements of the shipping, the trade, and port of Bombay, which may be very different from those of the present day.

H. P. LEMESURIER,
President of Committee.

BOMBAY COMMON JAIL.

BOMBAY CASTLE, 8th June.

Letter from the Superintendent of Her Majesty's Common Jail, Bombay, No. 68, dated 28th April 1874—Submits the annual report of the Common Jail for the year 1873.

RESOLUTION.—The Superintendent's Report shows that during 1873, 1,311 persons were imprisoned in the Bombay Common Jail as against 1,278 in 1872, exhibiting an increase of 63. Of these convicts 210 were in the Jail on 31st December 1872, 1,102 were sent during the year by the Police Magistrates and the High Court to undergo the sentences passed upon them, and 29 were received from other Jails from which they had been transferred. The number of persons (1,102) committed direct to the Common Jail was higher by 20 than the number in the previous year. The increase was entirely in the number of male prisoners, the number of females committed having fallen from 80 to 47. The daily average strength of prisoners undergoing sentence was 200 1/3 in the year under review as compared with 186 1/3 in 1872. The daily average number (7·8) of European prisoners in Jail in 1873 was more than double the number (3) in 1872, notwithstanding the large decrease in the number of Europeans committed to the Jail.

2. Of the 1,102 persons convicted and sent to the Common Jail during the year, 39 were Europeans, 8 were Eurasians and the remainder were natives. Government are glad to notice the very marked decrease in the number of Europeans committed to the Common Jail in 1873 as compared with the number in 1872, the figures being respectively 39 and 70. No European or Eurasian female was imprisoned in the Jail during the year under review—a fact which shows that no woman of either of those classes was convicted in Bombay in 1873 of any offence of so serious a nature as to deserve the punishment of imprisonment.

3. A slight increase in the number of juvenile offenders is observable, 15 boys below the age of 16 years having been admitted during the year. 5 of the convicts were over 60 years of age. 1 of the prisoners received is stated to have been a person "of independent property:" 18 of the Europeans were sailors: the number of domestic servants convicted increased from 165 in 1872 to 191 in 1873, and the number of prisoners described as having no occupation (161) is almost double what it was in 1872 (86).

4. Of the 1,312 persons confined during the year (excluding those received by transfer from other Jails) 618 or 47 per cent. were sentenced to terms of imprisonment not exceeding one month, whilst only 68 or 5 per cent. were sentenced to more than twelve months' imprisonment. 13 persons were sentenced to transportation and 3 to death. It is satisfactory to notice that in 11 instances only simple imprisonment was awarded. 204 or 15 6 per cent. of the prisoners had been previously convicted, the percentage of re-convictions being consequently somewhat lower in 1873 than it was in 1872, when it amounted to 17 6. 75 or about 6 per cent. of the native convicts had been in Jail on more than two occasions previously.

5. The conduct of the prisoners would appear, judging from the return accompanying the Superintendent's Report, to have been very much better in the year under review than it was in 1872. Notwithstanding the increase in the latter year alike in the aggregate number of convicts received and in the daily average strength of persons imprisoned, the number of prisoners punished for breaches of the Jail rules was only 157 in 1873 as against 225 in 1872. Greater care appears to have been taken by the warders and guards to prevent the convicts from obtaining tobacco illicitly, with the result that whilst in 1872 76 prisoners were detected smoking and were punished for so doing, only 28 persons were punished for this infringement of the Jail rules in the year under report. For neglect of work 40 prisoners were punished in 1873, as compared with 61 in 1872, but cases of quarelling seem to have been more frequent in the latter than in the former year. In the majority of instances the punishment inflicted was solitary confinement. No escape occurred during the year and no offence of a serious nature was committed inside the Jail.

6. The Medical Officer reports that the general health of the convicts during the year was good. 3 deaths occurred, one of the persons who died being a native woman who had been remanded for further examination by a Police Magistrate. 179 or about 13½ per cent. of the persons undergoing imprisonment, were admitted into hospital. 51 were suffering from fever and 42 from diseases of the digestive system. No prisoners were attacked by cholera or small-pox.

7. The number of civil prisoners admitted into the Jail during 1873 was 1,097 (of whom 119 were, females) or 118 less than in the previous year. The average daily number under detention was 63 as compared with 67 in 1872. The average period of the confinement of each debtor in the prison is stated to have been 15 days.

8. It appears from Statement No. XI. that on an average 31 convicts (or about one-sixth of the number sentenced to labour) were employed daily during the year as Jail servants. This number appears very high, as also do the estimated average monthly earnings per head (Rs. 12½). On an average 90 convicts were engaged daily in the Jail Factory, and the profits of their labour are estimated at Rs. 2,918-6-2, though from the statement appended to Table No XII. it would seem that the actual profits realized during the year amounted to only Rs. 2,606-6-2. These results are less favourable than those obtained in 1872 when the profits from the Jail Factory were stated to have been Rs. 2,951-13-3, although the daily average number of prisoners employed in the Factory was in the year only 84, or 6 less than in 1873. The financial results of the working of the Common Jail Factory appear to a disadvantage when contrasted with those obtained in the Factory of the House of Correction, but in the case of the former Jail due allowance must be made for the fact that the very great majority of the convicts confined there are short-termed prisoners.

9. The total gross cost of the maintenance of the Common Jail during the year under report was Rs. 40,630-13-5, or Rs. 1,731-14-2 in excess of the total gross expenditure in 1872. The increase is due to the larger number of prisoners in 1873, and to an expenditure on additions and repairs to the Jail higher by about Rs. 820 than that incurred in 1872. The charges for feeding and clothing the prisoners, and for establishment, Police guard, hospital expenses and contingencies amounted to Rs. 36,706-13-5 in 1873, giving a charge per head of average daily strength of Rs. 183-8-1 for the year, as compared with Rs. 192-6-8 in 1872. The charge, however, for the establishment and the Police guard is fixed and does not vary from year to year, and the fact that the number of prisoners in confinement in 1873 was higher than in 1872 naturally diminishes the expenditure per head under this item. Excluding this charge and that on account of building from consideration the average cost of each prisoner was in 1873 Rs. 88-5-9 or Rs. 1-11-11 less than in 1872. The average charge per head for rations (Rs. 41-10-5) in 1873 as given in Statement No. IX is slightly higher than it was in 1872. This is owing to the increase in the average daily number of European prisoners (each of whom costs as much to feed as three natives) as a reduction is noticeable in the cost of food alike for each European and each native convict taken separately. For the reason above stated the cost of establishment and Police guard per head (Rs. 93-2-4) in 1873 was lower than in 1872, the difference being Rs. 7-2-8 in favour of the latter year. Hospital charges were somewhat higher in 1873 than in 1872, whilst the expenditure on clothing and contingencies was less per head in the year under review.

10. The total net cost to Government of the Common Jail in 1873 was Rs. 38,024-7-3, as against Rs. 35,947-2 in 1872, whilst the net cost per head of each convict was Rs. 190-1-11 in 1873 as compared with Rs. 193-4-3 in the previous year.

11. Government consider this Report to be very satisfactory, and are of opinion that Mr. Lake is entitled to praise for the manner in which he conducted his duties as Marshal of the Jail during the year.

NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

N. W. PROVINCES AND OUDH, 20TH JUNE.

IN my letter, which appeared in the *Gazette* on the 12th May, certain allusions were made to the enormous waste of water power on the Ganges Canal from Roorkee to Cawnpore. The comments I then made were elicited from the perusal of the article in your issue of the 20th April regarding the exportation to this country of English capital for the purpose of setting up spinning and weaving miles under British management all over the country. Since then I have perused with great interest a very able essay on "The Indian Famine; with special reference to the means which should be adopted for the alleviation and prevention of future famines," by Lieut.-General Sir Arthur Cotton, R. E. It is not my purpose to review the exhaustive arguments brought forward by that able Engineer on irrigation and canal navigation generally, but his concluding remarks—setting aside his criticisms on that greatest of our Indian works, a lasting exhibit of our prowess in peace, the Ganges Canal—deserve a special notice at my hands as bearing me out in the topic I then discussed. He says he cannot conclude the subject on which he had been writing at great length without speaking of water-powers. On all the great irrigation works wherever there is a lock there is a great water power ready for use. He supposed that there was at this moment upwards of 100,000 horse-power of water available on the different works in India, and this power is distributed in the best possible situation on the lines of transit and scattered over the most populous tracts. The advantages that India, he adds, has thus for manufactures certainly surpass those of any other country in the world. The water power, as on the Ganges Canal, is not hid away in accessible and non-populous places, as is frequently the case, but exists where labour is at hand and where the produce of enormous tracts can be brought to the doors of the mills, and the goods carried away to the markets at a nominal cost of carriage.

It cannot be doubted that there still exists great difficulty to any real communication or friendship between the Anglo-Saxon and the races in India since the mutiny. And the gap appears to be widening. Even the higher morality of the present Anglo-Indians has removed one bridge to common interests and feelings; and our cold, just, stern rule seems to be less popular than ever among the enormous mixed population over whom we bear such an unsympathizing sway. It is true we have brought with us a reign of law and order, make material improvements, railways, roads, bridges, canals and the like, but we keep apart from the conquered nations and leave them to their own devices in all matters which do not interfere with our ways. Now the question occurs to me: Would existing divergences and race antagonisms be ameliorated by the introduction into the country of manufactures worked up by the enormous water power lying waste at our very doors aided by British skill and capital? With abundance of labour, cheap production, cheap power, and cheap transit, what country could contend with India? I notice by the way, from the last Navigation Returns of the Ganges Canal for the year ending 30th April 1874, that 308,281 maunds of goods were carried up and down, showing an increase on the year previous of 97,009 maunds. There is a decrease, however, in the year under review in the conveyance of bamboos, timber, miscellaneous, and livestock by 579,560 in number. The land irrigated approximated 166,791 acres, exhibiting a decrease of only 329 as compared with 1872-73. Yet upon this canal there is not a single steam-boat or steam-tug, and the method of transit is not much more advanced than when it was first opened. I remember the day well, about a quarter of a century back. With all its waste of water power, means of transit, and the fertile country it irrigates, it yet returns good interest, and its total profits are enormous. What the returns would be with mills at every fall I leave to statisticians to work out.

Mr. J. E. O'Connor, Registrar, Department of Agriculture, Revenue and Commerce, submitted a short while since a report on the "Production of Tobacco in India," being the second of a series of monographs on the more important products of India which it has been determined to compile in that Department. The Government of India have distributed copies of the report to all the local Governments and Administrations, desiring to know whether they would recommend, with reference to the state of tobacco culture and the prospects of its improvement in each province, the importation of a skilled tobacco grower and curer from Manilla, or elsewhere, to instruct the native agriculturists, and supervise, under the direction of Government, the introduction of a better system of cultivating, and more especially of curing, than at present obtains, as well as any other suggestions that may be offered.

So far as Oudh is concerned, the Chief-Commissioner is of opinion that it would seem the present consumers of tobacco approved the mode in which it is cultivated and cured, that is, tobacco so made is acceptable to their palates; and therefore the agriculturists of Oudh would not care to adopt another mode of culture and cure unless they were satisfied they could always command a market for the tobacco so prepared and that it would yield them larger profits. If they could be satisfied that these conditions would be fulfilled, and that they, on their side, could carry out the new system of cultivation and cure with the means at their disposal, Sir George Couper has no doubt that the object of the Government of India could be effected. The great thing would be to ensure a market, for the agriculturists could not afford to wait for one. But that once done they would be willing enough to adopt the new system. The Chief Commissioner does not recommend that a tobacco grower acquainted with the system prevailing in Manilla be employed in Oudh, at all events for the present, but he thinks that it would be advisable to secure the services of such men to superintend experiments conducted by the Government at some model farms and gardens. The tobacco grown and cured in this manner would be submitted to competent judges, and its net value, and the demand for it, ascertained by the price it might fetch in the market. Should the results be satisfactory, the fact might be made generally known and the field thrown open to private enterprise. European settlers and enlightened natives would probably then take up the growing and curing on the new system, in the same way as they embarked in tea cultivation when the Government, having shown that it could be made to pay, retired from the scene.

I think there might be some real advantage gained by importing a good grower and curer to some model farm or garden. The province of Oudh could not itself afford to support such a man, but supposing there was one at, say, Cawnpore, and that a school were formed under his management, pupils might be sent there in the shape of malees from the Horticultural and Public Gardens to be replaced by new hands from time to time. It might be possible to prevail on representative ryots from various districts by giving them a fair subsistence allowance, or some small addition to the ordinary wages payable to them for their labour. If it could be arranged or were advisable, some of the jails might be employed in growing and curing the plant through gardeners sent from the model farm. Inmates who had served their time and had been duly instructed would find ready at their hand a lucrative means of livelihood, preferable to dacoity and robbery at all events.

I have a few observations to make on the Report upon the Administration of Criminal Justice in the Province of Oudh, and as I am here to chronicle what is new and fresh, to the public at all events, I shall make them as cursory as possible. During 1873 murders rose from 91 to 128, and for this increase no explanation is given. The cases of murder of children for the sake of their ornaments are common. In one case at Bara Banki two men were convicted, sentenced, and executed for killing a child for her ornaments that did not exceed in value one shilling. It seems almost incredible that two men should risk their lives for such a paltry sum, and yet no other motive for the crime could be ascertained. The attempts to commit suicide also greatly increased during 1873. On this head, the Deputy Commissioner of Fyzabad wrote that until the law renders suicide punishable by confiscation of property which would make it injudicious, with reference to your heirs, to kill yourself, or hits on some plan which might deter the intending suicide by social or religious considerations, it is not likely that it will produce much effect on this class of offender. I certainly differ from these remarks. Why, I have known a woman in a dying deposition once attempting to foist upon an enemy as being the cause of her death, but who turned out to be absolutely innocent. Very hard lines would, in my humble opinion, fall upon heirs, wife and children as the case may be, because a man would feel that a spiteful revenge would be accomplished by his destruction of himself. It is fortunate, however, that people with property prefer, in all but one out of a thousand instances, living to enjoy it. It is observed that many of the so-called attempts of suicide are really cases of intimidation, and the would-be suicides generally choose a shallow well, and announce their purpose sufficiently openly to ensure their being rescued. When it is proved that intimidation is the motive this crime should be very severely punished, the Chief Commissioner recommends. Kidnapping is another crime in Oudh greatly on the increase. Most of the cases appear to be abduction for the purpose of obtaining money by the sale of girls in marriage to Rajpoots, who are ever ready to be deceived in believing the girls to be of high caste, and it is not practised for the purposes of mere prostitution.

The Judicial Commissioner congratulates himself and the public on the large decrease in offences by "public servants," and that it is a sign of improved administration, as they are chiefly committed by Court officials in the acceptance of bribes, and by peons and others negligently suffering the escape of persons from their custody. Sir George Couper hopes he may be right, but he much fears that the decrease in the number of public servants brought to trial is no proof that bribe-taking has become less common. In regard to punishments, I observe that Colonel Shaw, the Deputy Commissioner of Baraitch, expresses the opinion that solitary confinement is preferred by men of slothful temperament, but the Chief Commissioner appears to think that the slothful temperament must be an extraordinary one which prefers the hard labour of the grinding mill in the solitary cell to the easy work in the jail garden, or the lazy twisting of wool or string. Mr. McConachie, the Deputy Commissioner of Gondah, objects to fines, as they fall so heavily on the families of the offenders, but Sir George Couper observes that the same objection may be taken to most punishments. Hanging, for example, he remarks, may be said to be a hardship to the women, who in this way lose their husbands. And the fact that the offender's family suffers is not without its advantages. For it may not only cause the offender himself to pause, but it may induce the women to use their influence in keeping the men from dishonest pursuits. Colonel Shaw is so obliging that he sometimes allows offenders to choose between whipping and imprisonment, but the Chief Commissioner is not prepared to recommend this procedure for general adoption. I should think not. He might next take to asking his subjects by whom and with what instruments the punishment may be inflicted. It appears that whipping is not found to be a deterring punishment for the professional class of Pasi thieves: long terms of imprisonment relieve the public of their depredations, cause worry to their families, and are personally disliked by the convicts themselves. I shall close my remarks and extract from this report with the 36th para. of the Officiating Secretary's letter to the Judicial Commissioner of Oudh. "After referring to the inspection of cases Colonel Shaw writes: 'although the maxim as to the prisoner always having the benefit of a doubt is true justice, still I fear indiscriminate acquittals, to get through press of work, do double injury to the public as well as to the police.' That indiscriminate acquittals are a mistake is not to be denied; but if, by this truism, Colonel Shaw meant to imply that the subordinate magistrates of his district did acquit prisoners indiscriminately in order to hurry through their work, I am to say that the charge is a most serious one, for a magistrate who can act in that way is evidently unfit for his post, and if Colonel Shaw had, as a subordinate, an officer who did act in this way, it was his duty to have brought the matter to the notice of the Commissioner. I am to add that this is not the first time Colonel Shaw has put a charge of this nature on record against his subordinates, for, in 1867, he said that Civil Officers were in the habit of striking off cases without trial, in order to show a clean sheet at the end of the year. The Chief Commissioner will not allow these accusations to go unsubstantiated or unrefuted, and I am to request you will call on Colonel Shaw to state the officer, or officers, who have acted in the way he describes and to make good his charges."

The Judicial Commissioner of Oudh has informed the Commissioner of the Lucknow Division that there is no necessity to transfer the appeal case, *in re* Sinclair v. Major-General Tombs, to another court for hearing, he being of opinion that there was nothing in its surroundings to necessitate its removal to a court of separate jurisdiction. I cursorily alluded in my last to two suits instituted by Mr. Sinclair against the Chief Commissioner of Oudh. In the first he claims Rs. 30,000 as damages for "wrongful confinement and false imprisonment" in the Lucknow Jail for six months. It appears he was bound down to keep the peace towards a Mr. McDonald and all Her Majesty's subjects, himself and one surety. The former he possessed, but the latter he could not, probably would not, obtain, and therefore suffered, I must say cruelly, imprisonment for the whole term. This was at the hands of the Cantonment Magistrate. And on the grounds, that the Cantonment Magistrate was the representative of the defendant in the locality, and that the defendant, as *principal*, is "responsible for the acts of his *accredited agent*!!" which were abetted and continued" by Sir George Couper and his *inferior officers*, Colonel Reid, the Commissioner, and Mr. Currie, the Judicial Commissioner, he now brings this action. Truly in a case such as this a man who is his own lawyer has a fool for his client, and it would have been as well if Mr. Sinclair had studied Story *On Agency* before stepping into the arena of these courts. I forget however that he is suing *in forma pauperis*.

Mr. Sinclair's second suit is to recover from the Chief Commissioner Rs. 20,000. The chief plea in his plaint is, that, on the 3rd May 1873, the day on which at all events plaintiff should have been released after the expiry of six months' false imprisonment, he "was illegally detained under the directions of the Chief Commissioner and Deputy Commissioner of Lucknow, and an illegal and most unjustifiable enquiry entered into as to the state of his mind, and thereafter detained for a certain time in the Lucknow prison." He was kept under surveillance while passing from Lucknow to Calcutta, and was there confined "in the Bhowanipore Lunatic Asylum," from which, by the way, he was discharged as an unfit subject for treatment by the head doctors there—or, in other words, because he was sane. There is little doubt that this unfortunate man has good grounds for complaint, but I doubt whether he has the right sow by the ear in the first case by impleading the Chief Commissioner only.

A native paper of the N.W.P. notes the fact that a number of men, like Punjaubees, are going about the villages in the districts of Allygurh, [illegible]dra Rao, Moradabad, Bijnour, and that part of the country, generally, selling cloth of all kinds [illegible] noting only the name and dwelling-place of [illegible] chaser. The floating of even a trifling straw [illegible] is one that should attract the attention of the Government. With the circulation of the *chuppatees* [illegible] mutiny, and a wide-spread Wahabee conspiracy [illegible] was within an ace of bursting into a flame [illegible] ago, every movement out of the usual routine [illegible] tract attention. Not that our power here would [illegible] mined or even remotely endangered by any [illegible] of action which the simpletons think we cannot [illegible] through; but, when once these movements [illegible] and do burst, it takes such a quantity of their [illegible] blood to put out the flame. As to the Wahabees, there is organised such a system of spionage amongst them and which works so silently and secretly, that Fouché himself, were he alive, would envy us for its thoroughness.

A portion of the native press writes very despondingly of the present pitiable condition of the people of the North-West Provinces. They say, the spring crops have failed, the dearness of grain has reached the highest pitch, the estates of the zemindars have been sold in satisfaction of the demands of creditors and usurers; and, to crown all, the severity of the tehseeldars and revenue agents in the collection of the arrears of the Government *jumma* knows no bounds. All these causes have reduced the people to the lowest ebb of distress. But they complain while Government is doing so much for Bengal, where distress is not half so widespread as in the North-West Provinces, and where the people possess such enormous wealth that were there no paper currency they would be at a loss to dispose of their superfluous riches, that all that the rulers have thought fit to do for the wretched people here is to call upon them for contributions to aid the flourishing Bengalees.

The people of Benares have taken to spirit-rapping. The first gentleman who appeared from spirit-land gave his name as Adam Cuthbert, who died at Delhi on Monday, the 14th June 1869, and said he attended, when alive, the ministry of the Rev. Mr. Williams, of the Scotch Kirk, and was now in Hades, in which ever direction that region may be. The spirit of a lady also appeared and said she was in heaven and very happy, and under the protection of Abba. Where heaven is or who Abba was she did not enlighten the mortals.

Alexander Jonas Sing, who attempted to commit a rape on a little European girl aged 7 years at Lucknow, has been committed to the Sessions for trial.

Little or no rain since my last. Weather very cloudy, and public health good.

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THIRD CRIMINAL SESSIONS OF 1874.
TANNA.

Before W. H. Crowe, Esquire, Assistant Session Judge.

FALSE EVIDENCE.

Poshia Ganoo, the accused, was charged with having intentionally given false evidence, being bound by solemn affirmation to state the truth, in a trial, being a judicial proceeding before W. H. Crowe, Esq., Assistant Sessions Judge of Tanna.

Mr. Crowe, the Assistant Sessions Judge, convicted the accused on his own plea of guilty and sentenced him to be punished with rigorous imprisonment for two months.

DELIVERING DANGEROUS GOODS AT THE RAILWAY STATION, AND BY CONCEALMENT TRANSPORTED ARMS AND GUNPOWDER AND OFFERING BRIBE TO THE STATION THANNA.

Cadurbhoy Currimbhoy, the accused, was charged with, having delivered at the Tanna railway station dangerous goods for the purpose of being carried upon the railway without distinctly marking their nature; 2nd, having transported arms and gunpowder without license at Tanna; 3rd, having, contrary to the order specified in notification No. 14 of H. E. the Viceroy and Governor-General, and dated the 7th January 1869 and published in the *Bombay Government Gazette*, of the 7th March 1872 (p. 281), by concealment, transported arms and gunpowder; 4th, having abetted the acceptance by a public servant of a gratification other than legal remuneration as a motive for forbearing to do an official act. Mr. Crowe, the Assistant Session Judge concurred with the Assessors and convicted the accused on the 1st, 3rd and 4th heads of the charge under section 15 of Act XVIII. of 1854, and section 23 of Act XXXI. of 1860, and sections 116 and 161 of the Indian Penal Code, and sentenced him on the first head of the charge to pay a fine of Rs. 200; on the third head of the charge to pay a fine of Rs. 500 or in default to undergo rigorous imprisonment for two years, and ordered that arms and gunpowder be confiscated; on the fourth head of the charge to pay a fine of Rs. 20, or in default to undergo simple imprisonment for one month.

INTENTIONALLY GIVING FALSE EVIDENCE AND FABRICATING FALSE EVIDENCE.

Barikalojee, the accused, was charged with 1st having given false evidence, being bound by solemn affirmation to state the truth, in a judicial trial, being a judicial proceeding then pending before W. H. Crowe, Esq., Assistant Session Judge of Tanna; 2nd, having fabricated false evidence for the purpose of being used in a stage of a judicial proceeding.

Mr. Crowe, the Assistant Sessions Judge, concurred with the Assessors and convicted the accused on the charge under section 193 of the Indian Penal Code, and said that this case arose out of a prosecution of one Girgol Mattias for committing mischief by fire, tried by this Court, in which the accused was entirely acquitted. The evidence in that case disclosed that the whole affair was a plot got up by the present accused to effect the ruin of the prisoner in that case, and that the evidence given by the present accused in it was all false. He therefore sentenced the accused to be punished with rigorous imprisonment for three years.

CAUSING FALSE CRIMINAL PROCEEDING TO BE INSTITUTED.

Barik Aloji, the accused, was charged with having caused to be instituted criminal proceeding against Girgol Mattias, knowing that there was no just or lawful ground for such proceedings, at Sake, in the Salsette talooka of the Tanna district.

Mr. Crowe, the Assistant Sessions Judge, concurring with the Assessors, convicted the accused of the charge under section 211 of the Indian Penal Code, and sentenced him to be punished with rigorous imprisonment for six months, and to pay a fine of Rs. 100; in default of payment to undergo further rigorous imprisonment for six months, to take effect on the expiration of his former sentence.

Taki, wife of Padia, accused No. 1, was charged with having re-married Padia while her first husband was alive; and Padia Bendia, accused No. 2, with having abetted the remarriage, at Sake, in the Tanna district.

Mr. Crowe, the Assistant Sessions Judge, found that there was no sufficient evidence to proceed with the case and therefore acquitted and set both the prisoners at liberty.

The Joint Sessions Judge, Mr. Izon, has sat for three days in trial of the case of Hormusjee for murder. This is the Bhewndy murder, for which another Parsee was tried and acquitted last year. The case was adjourned till Friday next in consequence of the committing magistrate having omitted to subpœna the doctor at Bhewndy.

THE BOMBAY TRAMWAYS.

BOMBAY, May 18th.

Bombay has been treated, during the last week to the novel sight of flaring red tramway cars running at all hours upon one of its principal streets. It is not many months since this crowded street was dug up in order that the rails might be laid down, and though the obstruction to traffic was an intolerable nuisance for some time it did not last long, for the rapidity with which the three odd miles of tramway have been laid down by the energetic American Company, will long be a standing rebuke to Municipal engineers and contractors whose deliberation in road-repairing and disregard for the convenience of passengers was the only thing Mr. Arthur Crawford, the late Municipal Commissioner, despaired of. The tramway began to work on the 9th, and your correspondent happening to require to go out of the Fort the same morning, he was one of the first to patronise the new institution. Though I have been from the beginning one of the few believers in the tramway, and am so still, I could not be insensible to the mortification and inconvenience I had to endure during that enterprising journey of two miles. Before describing what took place, I must explain that the tramway consists of a double line in its course across the Esplanade, but on entering the Native Town, where the streets are both narrower and more crowded, the two lines merge into one, and there are sidings at intervals to enable cars travelling opposite ways to cross each other.

Well then, when I reached the road where the tramway passes the Fort, which is about a mile from its starting place, there was no car in sight, but as they had been advertised to run every quarter of an hour, I sauntered leisurely down the road, not doubting that in fifteen minutes at the most, and perhaps in not more than two minutes I should be overtaken by the great red vehicle. My patience was severely tried when I had to hang about for full twenty minutes before the car appeared in sight. I could not help reflecting that had I jumped into a buggy at once I should by that time have reached my destination. However, the car came lumbering up, but with troops of men and boys following in its wake and detracting considerably from the respectability of the concern. As it passed I signalled to the driver to pull up, but he only replied with a broad grin, evidently thinking my signal was a comment upon the singularity of his new position. By this time the back of the car was next me, and I made rather a frantic attempt to attract the notice of the conductor. But he was looking straight ahead, like the man at the wheel on board ship, and neither saw nor heard.

So there seemed nothing for it, but to walk on and pretend I didn't notice the remarks of the by-passers, who were amused to see me foiled in my attempt to get a lift. The car, however, had not passed me twenty yards, when the horses were seized with a fit of obstreperousness, and after dragging the car off the rails, stood and kicked. But a shrewd Yankee who had stationed himself near the spot unobserved, with the view of calculating how his tramway got along, turned up, and with the help of the troop of wondering followers, put the car back upon the rails, and set it once again fairly in motion. This little diversion enabled me to take my solitary seat, and I was pulled to the verge of the Native Town, very comfortably but at what seemed a wofully slow pace, even after our hack buggies and shigrams, the beasts in which have seldom more than three legs in working order together. Before entering upon the single line which leads through the Town, the driver pulled on, or rather put on the break, in order that if another car were passing the opposite way it might not come in the way of that in which I was seated. About five minutes passed in waiting, and during this time several drivers of hack carriages, who of course dreaded the competition of the tramway, made themselves merry at our expense, especially drawing the attention of the driver to the ridiculous size of his conveyance, considering that he had but a single passenger to carry. Another object which excited the merriment of the *buggywallahs* was the whip which the tramway driver used to encourage his horses to quicken their pace. This instrument had once been an expensive one, for it was mounted with silver and the handle was covered with plaited black leather. But as I saw it, only the handle or stock remained, and it seemed a perpetual concern with the driver not to give so hard a stroke with it as that a piece should break off the thin end; and to this cause I attribute the small speed at which the car moved, notwithstanding there were many considerations to induce a faster rate of progress. To be sure, when the whip was held up against the sky, there did appear a slender line of half a yard's length, hanging from the further end; but I was unable to determine whether that was the real lash of the whip or no more than a skein of the leather braiding which had got unwoven. After waiting about 5 five minutes, as I have already said, the driver seemed to conclude that since the car he was waiting for had taken all that time to come, it would likely take a good while longer, and so going upon the single line, he drove on without opposition till we reached the first siding. In this he was more fortunate than the Irishman, who on precisely the same principle, passed near some blasting works where a charge had been longer in going off than expected, and lost his life. After waiting on the siding some time, my driver sent on one of the horsekeepers who hung on on either side of the coach-box to see whether a car were coming the opposite way. The man shortly returned to say that the other car was on the next siding waiting for ours to pass, just as we were here looking out for it! On hearing this, my driver hastily unscrewed his brake and was on the point of setting off his horses, at a trot, when the opposite car appeared and had to be allowed to pass. As it went by I saw that the driver had no whip at all, and to confirm my observation, he called out in a pitiful voice to his brother driver—the same that was driving me—to lend him his whip, as his were the laziest horses in the Company's stables. But the other decidedly refused to part with his stump, as he said that without it he could not persuade his horses to go at all. A Eurasian who was in the car that passed us jumped down and came into our car, and administered a sound rebuke to the driver for waiting so long on the double line. The driver attempted to justify himself, but the East Indian took a book of rules out of his pocket and read out a passage which silenced him. The East Indian then took up the whip-stump, and laid it on to the horses with such good will that I could not doubt he had the privilege, did he break the whip to pieces, of supplying its place with another. Under this man's Jehuship we reached the end of the tramway, and I got down, having done my two miles in 49 minutes, or ten more than it would have taken to go the distance on foot. I have said that I believe the tramway will succeed. My principal reason for this is the profound faith I have in Americans, who appear to see better before them than any other people. The general opinion in Bombay is that the tramway will prove a total failure, and the ill success of the Omnibus Company is pointed to as proof that a similar fate will attend the tramway. The argument seems conclusive against the latter, and were the new Company not out-and-out American, I would unhesitatingly give my opinion with the multitude. At the same time, there are several reasons why the tramway should succeed though the omnibuses did not.—*Ceylon Times' Correspondent.*

INDIAN NEWS.

DESTRUCTION OF HORSES SUFFERING FROM GLANDERS.—At a meeting of the members of the Bangalore Municipal Commission, held on Tuesday last, it was resolved that instead of the proposed bye-law by the Board for the destruction or removal from the Municipal limits of horses suffering from glanders, the Chief Commissioner of Mysore and Coorg be moved to take the necessary steps to adopt measures to introduce the Madras Act II. of 1866 relating to the destruction of animals suffering from contagious or other diseases into the province of Mysore, or into the town and cantonment of Bangalore, only as the Chief Commissioner might think fit.—*Madras Times*

THE SHIP VANORA.—We hear that the Vanora is in a predicament which offers but little chance of her floating and if by good luck she is extricated from her present danger, the damages she is likely to sustain will probably be somewhat extensive. At the present moment, we hear there is only *two feet* water forward of the ship, and *four feet* at the stern, and she is so close in shore that no steamer could approach her by 2 or 3 miles. Her rudder is injured. Those who have been on board say that she is a very fine vessel, and very efficiently fitted out. She is on shore nearly abreast of the opening of the Kistna river on the extensive mud flat which forms the False Point Divy.—*Coconada Advertiser.*

THE YARKAND EMBASSY.

(*Indian Public Opinion.*)

Mr Forsyth and his party, as we stated in our bulletin yesterday, reached Kulunuldi, on the Yarkand river on the Indian side of the Yangi-dawan pass, on the 31st May. The party, who came by the Kogyar route, had in their descent to come over a melting glacier, which choked the deep and narrow winding gorge ordinarily forming the pass. The difficulties which had to be surmounted, on the return march, our letters say, were indescribable and are said to be enough to stagger any independent and unassisted trader. On the way up the Pass, the members of the Embassy were obliged to cross no less than 24 times, in one march of 18 miles, a rapid torrent which reached up to the girths of their horses, and always 7 to 10 times in the other three marches up its course. This stream is the Tiznaf river, a feeder of the Yarkand river, upon the upper course of which Kulunuldi is situated.

The greater part of the time of the members of the Embassy has, we understand, been busily employed in collecting information of all kinds regarding the country, through which they are travelling, both geographically as well as geologically of interest, while the habits and customs of its people and all that can tend to afford information as regards the commercial state and prospects of the country, the consequence is that a vast amount of most varied and useful data have been collected by Mr. Forsyth, which will doubtless be made public by the Government on the return to India of that officer, which it is expected will be about the middle of next month. The advance party hope to reach Murree at the end of July. We regret to find from the opinion expressed in correspondence which has been received by the last dak, which we have seen, that it is matter of some doubt whether the Central Asian trade will ever pay an Englishman; as it is thought the expenses of a journey across the formidable passes which have to be traversed are very great, and as no amount of profit can compensate for the dangers and discomforts of so hazardous and difficult a journey.

These difficulties being taken into consideration, it cannot be denied that Mr. Forsyth and his party deserve the fullest credit for the success of their mission and the Kashmir and Yarkand authorities for the excellent arrangement they have made.

The mission, in spite of prophecies to the contrary, has performed its duty most successfully. Mr. Forsyth and his colleagues have carried out without a single failure the programme which they were intended to complete, and whatever the eventual results of the commercial treaty may be, the fact remains that vast difficulties have been overcome; that a wide field of geographical and geological interest has been investigated, and that much good will have been derived both in the interest of commerce as well as of science. The Pamir, that is to say a large portion of it, has been, we understand, successfully explored by Colonel Gordon and his party, Captains Trotter, Biddulph and Dr. Stoliczka, and these gentlemen are following Mr. Forsyth's party a few marches behind. It is perhaps as well that the party is divided, for the passes by the Kogyar, which by the way is described as being as difficult as the others, are so narrow that it is thought that they could hardly contain both camps together. We believe that the Embassy has left behind it the best impression of the British character amongst all classes of the people, who, as far as it could be ascertained and as far as the experience of the members of the Embassy is concerned, feel and have shown themselves thoroughly well disposed towards Englishmen and the natives of India.

A VINDICATION.

TO THE EDITOR OF THE "ENGLISHMAN."

Sir,—The London *Mail* of 18th May, received this morning, contains a letter from the *Times'* Calcutta correspondent, dated 24th April, in which it is said: "Lord Northbrook preferred to abolish the only direct tax on the well-to-do and so cannot yet do justice to the poor." Could the writer have been ignorant of the fact that a very large portion of the sums raised under the income-tax had been taken from the poor and the Government servants, and that the tax would not have been worth retaining, had the poor been released from its operation? Or is this letter a fresh attempt to mislead the public at home?

The writer, moreover, claims credit for Sir G. Campbell with reference to the Salt Law Amendment Act, probably because, in conjunction with other Commissioners in the Central Provinces, Mr. Commissioner G. Campbell recorded some years ago a fact of which the Government had previously been repeatedly informed, viz., that the salt customs lines, while they failed to stop smuggling, hindered trade, and enabled the police to prey upon the people. Every officer who proclaimed that evil might, with equal justice, claim the merit of the measure now adopted for its prevention. There is something unsightly, and, at the same time, ludicrous, in a subordinate officer being brought forward to receive credit for a measure in the elaboration of which he took no leading part, and the responsibility of which must necessarily rest entirely with the head of the Government who caused its adoption.

The letter betrays throughout a desire to create an unfavourable impression of Lord Northbrook's Indian administration, which, to an Indian public, acquainted with recent incidents in the writer's career, is easily accounted for; and it is to be hoped that the public at home will remember the misleading character of the intelligence supplied by the same writer within the last few months, and that it will be on its guard against accepting Indian intelligence offered by the *Times* as long as it comes from the same source.

It has often been said that in India there is no such thing as public opinion. Whatever truth there might formerly have been in that statement, it is certain that at present the people of this country freely exchange their thoughts and express their opinions on the actions of their rulers, and that they are pretty unanimous in their verdict. For instance, the mode of governing India, chiefly through written reports, which was initiated under Sir John Lawrence, has been ridiculed by the natives throughout our dominions by the appellations of *Naksha ke Raj*, which they attached to it; while deep and widespread discontent at the greatly increased taxation imposed by Lord Mayo's administration was expressed in that unmistakeable manner, so common in the East, which consists in the circulation of most extraordinary rumours, like those which preceded the mutinies and insurrection of 1857. When Lord Northbrook arrived in India, the public mind was much disturbed and filled with anxiety and distrust, but soon afterwards it began to settle down, and a well-defined opinion of his lordship's personal character seems to have been formed by the native population at large, seeing the unbounded confidence in his good intentions and judgment that has since been repeatedly expressed throughout the provinces visited by the Viceroy, while the shortcomings observed in his administration have commonly been attributed to pressure from the home authorities, or to the misrepresentations of subordinates. On the other hand, Sir G. Campbell's administration of the Bengal provinces has been so universally condemned, that not only had he to leave without those complimentary addresses from the people and the service, which all preceding Lieutenant-Governors received on their departure, but was hooted, as it were, by the population, almost every native paper edited in these provinces, whether English or vernacular, having condemned or ridiculed his administration, and loudly expressed satisfaction at his approaching departure, as soon as the premature termination of his Bengal career became publicly known.

June 13, 1874. H.

CHINA, STRAITS AND JAPAN.

The Netherlands India Government steamer Arg— arrived here from Acheen in Monday evening, having on board Mr. Bouricius, the Inspector of Beacons and Coast-lights in Netherlands India. The object of this gentleman's visit to Acheen was to select a point suitable for the erection of a lighthouse in the Bengal passage. We learn that the point fixed upon is a rock situated on the North Coast of Pulo Brasse. The Dutch have already constructed temporary bamboo dwellings required for the workmen, and also barracks for 100 marines who are now quartered on the Island.

Pulo Brasse is said to be very salubrious and affords abundance of good drinking water. The rock upon which the lighthouse is to be erected lies upwards of 300 feet above the level of the sea and is very difficult of access. This no doubt accounts for the fact that the total expenditure will amount to no less than £40,000.

The lighthouse is to be one of the first order, the light will be visible at a distance of 22 miles, and the work is expected to be completed towards the commencement of next year. The Dutch are to be complemented on the prompt manner in which they have turned their attention to the development and protection of trade in their newly-acquired possessions.—*Penang Gazette*, May 23.

The British barque Kate Carnie, from London, which arrived at Hongkong on the 19th May, with 300 tons of Government stores, reports that on February 1st, when in 32·32 N. and 25 W., she picked up a boat containing five men who reported they had left the barque Lora of Monte Video, from Valparaiso bound to Monte Video, in a sinking state and had been in a boat for 8 days. Two other boats left the ship at the same time; the master and two mates were in one boat, and the chief officer in charge of another. Next day, Feb. 2nd, transfered three of the above, William Weston, of England, John Johnson, of Ireland, and Richard Newton, of England, to the British barque Cingalese bound to Melbourne; the other two, Walter Jackson, an American, and Margus Race, a Chilian, were brought on here in the ship.—*China Mail.*

We learn that the late captain of the Maria Louise, which ship was captured some months since by the Spaniards near Sooloo, left for Manila by the Mariveles on the 12th inst. to resume command of his vessel, in obedience to a telegram from the German Government. It appears, however, that the Maria Louise has already been sold, and is now under the French flag; so that, although the matter has been arranged between Germany and Spain, he may find matters somewhat "mixed" on arrival. She will, of course, have to be repurchased by the Manila Government from her present owner before being restored.—*China Mail.*

A rumour has found its way from Pekin to the effect that the Chinese Government are so irate at the presumption of the Japanese in sending an expedition to Formosa, that there is a probability of their making a reprisal by taking possession of the Loo Chew group of Islands! Should this determination be carried out, the Japanese will realize the truth of the saying, "going for wool and coming home shorn." It is a significant fact that the Chinese are in the market for arms, several thousand stands having been purchased in Yokohama during the last few days.—*North China Herald.*

The P. & O. extra steamer Adria, grounded at 11h 15m. A.M. of Saturday 16th instant, about two cables lengths from the "Double Headed" beacon on the Western extremity of the shoals adjacent to Pulo Bosing, and six miles outside the Heads at the entrance of New Harbour. She floated off again at 8 h. 15 m. P.M. the same day, without sustaining any injury, having grounded when going dead slow. There was no pilot on board at the time. She came into the P. & O. wharf yesterday morning, and will leave for Hongkong to-morrow.—*Straits Times.*

SIAM.

(CORRESPONDENT "STRAITS TIMES.")

Our news of the past fortnight is unusually interesting, and presents a strangely contrasted picture of the persistency of old Siamese superstitions side by side with the enlightened results of modern Siamese thought. We have on the one hand the King and Court solemnly receiving and doing honour to two newly caught white elephants—and conferring an honorary title on another, while on the other hand we have the King issuing what the *Siam Advertiser* justly describes as one of the noblest state papers ever promulgated in Siam, an edict appointing a Senate to assist the King in governing; and we find the King at the first meeting of that Senate suggesting a most admirable programme for its deliberation. Also, we have the first issue of a Siamese newspaper, edited and printed by Siamese.

The two white elephants were found some months ago in the jungle of Sisaket, a Siamese province lying beyond Corat on the river Moon, a tributary of the great Mekong; distant, as the crow flies, about 200 miles E. N. E. from Bangkok. They are yet but young, one indeed is but a cub, and the other has still several inches to grow. The taller of the pair, although not a white elephant of the first class, is certainly remarkably pale. They were met by the King some distance from Bangkok, and escorted by His Majesty in great state to a pavilion on the review ground in front of the palace. There the King has visited them daily, while the interest the people take in them has been evidenced by the vast crowd which has gathered round them day after day from morning till night. To any one who takes pleasure in seeing well-shapen, graceful people enjoying themselves quietly and without excitement or hurry, a Siamese crowd is a pleasant sight, but the pleasure is often marred by the presence of a set of men who ought to be arrested and flogged whenever seen—the red-scarf men, fellows who for the most part are said to live on what they extort from the weaker sex, and whose delight it is to wander about the city in parties of two or three, in a half drunken state, with the smallest of rags round their loins and a bright scarf thrown over their shoulders.

There was a time when the amount of clothing now visible in a Siamese crowd would have sufficed for twice as many wearers. In former days, few men wore jackets, and most women were content with a panung and scarf. Now, without any diminution in the array of bright-coloured silk scarves, we see most of the women wearing silk jackets, and few men without a coat. Even stockings and shoes are so common as to excite no notice; indeed most persons of respectability wear them. Most noticeable is the comparative absence of the tuft, once characteristic of the Siamese, which has now gone out of fashion. Men now cut the hair much as Europeans, and women mostly leave it long. The fashion may be better, but the tuft was not unsightly, and had a cool appearance suitable to the climate. However, it is no longer the fashion, and the white elephants of to-day are welcomed by a long-haired people.

The elephants are welcomed, and that is all. There is no worship in it, as some have thought. Only a few days ago, one of the white elephants, returning from his bath, grew restive and charged the people near. Your correspondent was one of them, and as he looked for a refuge, realized very distinctly what a mighty and terrible creature an elephant is. Almost immediately a large black elephant was driven up alongside the rebel, and from it on to the said rebel's back jumped a man with a five-foot rod of iron, and it was indeed a grand sight to see him stand on the vanquished monster and punish him so that the palace re-echoed with the tremendous blows, and with the awed and pitying 'hurr' of the spectators. There was certainly no worship in that. The fact is simply that white elephants are very rare, and for ages their possession has been an object of emulation among kings in the far East. So, also, has there been competition for the possession of other rarities, white chank shells and diamonds and other gems. But there is this difference, that the shell, the diamond, the gem, are found on the beach or in the earth, dead things; but the elephant is a being that has motion and volition. He has of his own free will travelled from man-untrodden jungles to where he may be captured by the favoured King, and even those who do not quite believe in his anxiety to be captured, who would laugh at such a theory, still see something remarkable in the capture of a white elephant.

Young Siam,—sceptical, shrewd young Siam, which prides itself on its European tone, and certainly has a remarkable power of assimilating European utilities to Asiatic conditions, is — pleased as old Siam at the capture of these animals. And there is reason for their satisfaction. The recent captures make the King owner of four white elephants, a number seldom equalled in history, and the great mass of the people will regard this as proof that their King is a Sovereign of greater deserts and capacity than other Kings less rich in white elephants. They will see in it the outward sign of an inward grace, and will be more easily governed than by a less-blessed King. To them the four white elephants will afford an argument of high significance.

To those who belong to no party—who are neither of young Siam, with its brave aspirations, nor of old Siam with its superstitions, lies, and cowardice,—but are foreigners and lookers on, the reception given to the white elephants by the young King appears to be simply consistent with the course followed by him ever since his coronation. Every ceremony, however antiquated or unreasonable, that it has been customary for Kings of Siam to observe, His Majesty has steadily observed. Whatever he may think, he abstains from shocking his people—and while he leads the party of progress, he differs from the other prominent men of that party by the conservatism of his method. While they would knock down and build up anew—he effects the same object by putting a new form on the old. He has, indeed, an old head on young shoulders. He gives no chance to the old Siam party to complain of the old customs being despised, and carries them with him into a course of progress—which they slip into scarcely knowing that they are moving—and from which they cannot logically escape. One of the great reasons of the King's success is that he has begun by self-sacrifice. History contains many examples of Kings who have sought to be worshipped as Gods, but few of those who, being worshipped, have voluntarily stepped from the altar. This King Chulalongkorn did by his Coronation Proclamation, in which he abolished crouching and excessive marks of servitude; and desired his people thenceforth to stand upright like men. Having effected this, and taught his noblemen to stand and sit unconstrainedly in his presence, His Majesty has made his second step, and appointed a Legislative Council to assist in the Government. This, too, is a surrendering of power and privilege for the good of the country. The Legislative Council, or Senate, which is to have every important matter of State submitted for its opinion, is as representative a body as the present state of Siam admits it. The people have to be taught a great deal before they will be fit to elect representatives, and at present they are best represented by the heads of great families. The Council consists of one member of each of the great families and a few other men of high personal eminence. Five of its twelve members are more or less known to foreigners. Phya Rat Supawadi was second Ambassador to England in 1857, and is also known as the author of a 'Book of Satire.' Phya Krasap, the head of the Siamese mint, has always been popular among foreigners. He has by years of application acquired a considerable practical knowledge to foreign science, and is the author of a philosophical work of much interest. Phya Chamron was Chief of the late Embassy to Calcutta, where his dignified demeanour and diplomatic ability were highly spoken of. Phya Bhaskarawongse,—a brother of the Ex-Regent, educated in England, and well known to foreigners by his former name Nai Phon—will be one of the most prominent members. He has the energy and courage of his emiment brother, and an industry rare among Siamese. Phya Sisiphat is also known to Europeans. Whether or no the Ministers will attend and take part in the discussions of the Council is at present doubtful. Besides this Council or Senate the idea of which seems based on the Senate of the Napoleonic Constitution, the King proposes to appoint Privy Councillors, who, as the Privy Councillors of England, will only attend when summoned. Of these there will be a considerable number, selected for their special fitness, so that the King and Council may readily get the best advice on any local or special subject that may be before them.

The proclamation appointing this Council appears in the first issue of the Siamese *Government Gazette*—a newspaper which is henceforth to be issued weekly at the trifling cost of six dollars per annum. The first number, containing Royal Proclamations, local and foreign news, is a creditable specimen of Siamese typography. The *Siam Advertiser* contains a full translation of the proclamation. It is said that when the King attended the first meeting of the Council he made some very practical remarks on the programme of Reform. First—said His Majesty—we must institute a system of accounts—accounts of receipts must be separated from accounts of expenditure, and all accounts rendered into one office. Then we shall know what money we have to spend, and we shall be able to check all improper applications of public money. When the finances are in order, we must change the system of payment by perquisites and pay every officer a salary. When salaries are paid we shall be able to reform our courts of justice, and as soon as the financial laws are passed, the Council will be invited to make suggestions for the improved administration of justice. In all things we must keep within our yearly income, which ought to be enough not only for ordinary works but for the improvement of the country by roads, canals, and telegraphs.

Such is said to be the programme of the King; we shall soon see how the Council receives it.

EUROPEAN EXTRACTS.

LORD SANDHURST.

TO THE EDITOR OF "THE TIMES."

Sir,—In the report of the speech of Mr. Campbell-Bannerman in the debate raised on the motion of Mr. Anderson, he is represented to have alleged that in 1871 I spoke against the Bill for the Abolition of Purchase in the Army, in the House of Lords.

I may, perhaps, be permitted to ask you, by means of this letter, to intimate that the hon. gentleman's memory has played him false. Having been, as I believe, the principal adviser of the late Secretary of State for the preparation of the administrative rules by which practical execution might be given to the measure, it was hardly possible that I should oppose the Bill in Parliament. As a matter of fact, I spoke in defence of the Bill and voted for it at every stage.

Mr. Campbell-Bannerman has probably fallen into error through confusion with regard to my opposition to the late Secretary of State for War in another matter. Having in vain tried by other means to induce the latter to effect a much-needed reform on account of the recruits for India, I determined in the spring of 1871 to try if my object could be attained by an appeal to Parliament. In this appeal I succeeded, the course I suggested having finally commended itself to Her Majesty's Government shortly afterwards. There are other points in Mr. Campbell-Bannerman's speech to which I might, perhaps, reasonably take exception with reference to what is set out in the official correspondence, unfortunately for my interest not printed. But for very obvious reasons I refrain from intruding myself in the discussion on the merits of the question before the House in the debate under notice.—I have, &c.

May 22. SANDHURST.

FRANCE.

(*From the "Times'" Correspondent.*)

PARIS, Sunday, May 24

The formation of the new Cabinet was no sooner known than the question in everybody's mouth was, "How long will it last?" It has been properly termed a Presidential, and not a Parliamentary, Ministry. It does not enter office, as Ministers generally do, with an avowed programme, but merely as a Cabinet of Conciliation to carry on current business. Although formed from the same sections of the Chamber as its predecessor, it yields the point on which its predecessor went out. In reality, that point is not important, and the new Ministry, which might appropriately be termed the Cabinet of Armistice, can accept the vote of May 16. It is of no great importance whether the Municipal or the Electoral Bill be first discussed, and if M. de Broglie thought fit to make a Cabinet question of a mere Order of the Day it was because he foresaw his defeat on the Bill establishing an Upper House, and preferred making a question of confidence of the less important measure. In the one case the Ministry was overthrown, but in the other the effect would have been for the Government, and its immediate consequence must have been a Dissolution, the Marshal's resignation, or a *coup d'etat*. M. de Broglie felt this, and he acted with statesmanlike foresight when he chose the lesser evil. The new Government will avoid all questions likely to cause a conflict. It will endeavour to pass the Municipal and Electoral Bills, interpolating minor measures not likely to be seriously opposed, and so it may get to the end of the Session, when a Dissolution must follow.

The first impression made by the new Cabinet on the public was that it was a mere reproduction of the old one without M. de Broglie—the part of Hamlet omitted. Three of the most important members of the outgoing Government resume office, and the new comers are not men of mark. To the public their names are little known. They all proceed from the minority of 317. MM. de Cumont, Tailhand, and de Montaignac belong to the Moderate Right; M. Grivart to the Right Centre. M. Caillaux used to belong to the Left Centre—Casimir Perier group, but he left it a year ago and has since supported the De Broglie Government. An Opposition paper says that MM. Grivart and Caillaux had a difficulty in making up their minds to accept office, upon which the Marshal sent them word that he would have them gazetted and that they might resign afterwards. Be this true or not, it is certain there is not much accord in the Cabinet. At the first Council yesterday morning it was found impossible to agree upon a programme. How, then, was the customary declaration of policy and intentions to be made to the Assembly? The difficulty was got over by the Marshal's carrying off General de Cissey and M. Decazes to Paris to receive the German Ambassador, and by the other Ministers taking their seats without any declaration. Perhaps one may be made later, perhaps not at all. M. Magne is still detained in the country by ill health. The new Ministers were congratulated by their personal friends when they arrived at the Chamber, and it was observed that the Duc de Broglie had a long conversation with M. Grivat. The Duke has taken his place on a bench of the Right Centre, behind the one on which the Prince Joinville and the Duc d'Aumale sit, and in front of M. de Goulard.

In my last letter I said that the appointment of General de Cissey as Vice-President of the Council seemed rather a strange arrangement, and as leader of the House the General, who is no speaker nor any great politician, would be but a poor substitute for the late Premier. The truth is there was not much choice. The Duc Decazes insisted on confining himself to the direction of Foreign Affairs, declining any political post. After him M. Magne would have been the most natural choice, but that would have given too Bonapartist a character to a Cabinet in which he is the only Imperialist. That party is satisfied at his retention in power, and resigns itself to the loss of General du Barrail, happy at its escape from its dreadful foe, the Duc d'Audiffret-Pasquier. Its habitually exaggerated self-confidence would have become overweening if it could have spoken of "the Magne Goverment." Then there was M. de Fourtou, but he is rather young to head a Cabinet; he served under M. Thiers; in short he was considered to lack the requisite authority and *prestige*. It was the Marshal who decided to appoint General de Cissey his Vice-President. Some persons are inclined to discern a peculiar significance in this nomination, as if it were meant to remind the Marshal's opponents that he wears a sword and that he has men of the sword at his disposal if necessary—by no means, however, in the sense of a *coup d'etat*. General de Cissey's presence at the head of the Ministry may rather be taken as an additional guarantee against any such abuse of force. As a man of honour and a good soldier, everybody speaks of him in the highest terms. When M. Thiers left power the De Broglie Government would gladly have kept him on as Minister of War. Afterwards, before accepting active service, he went to M. Thiers, and informed him frankly that he had great need of a command, for he is not a man of private means. M. Thiers answered him kindly, and recommended him by all means to take one. Since then he has commanded the Army Corps which has its head-quarters at Tours. He comes, indeed, of a military family. His grandfather, a gentleman of Burgundy, was Colonel of the Segur Dragoons; his father was a captain in the same corps. He himself was born in 1810, and entered the School of St. Cyr in 1830. In the African campaigns he made himself remarkable for exceptional dash and intrepidity. He was in the two expeditions to Constantine and numerous subsequent ones, and his name often figured in the Orders of the Army, for distinguished services. Many years of his early life were passed in Africa. He was with Bugeaud at the easy triumph of Isly. When the Crimean War broke out he saw more serious service. General Bosquet asked for him as Chief of his Staff, and again he won distinction at Inkermann and in the long struggle round Sebastopol. From the Crimea he returned to Africa, where he had the direction of military and maritime affairs during the short period when there was a special Ministry for Algeria and the Colonies, and it is said that he gave signs of considerable administrative ability. In the war with Prussia he commanded a division of the 4th Corps, and took part in the bloody battles round Metz. At St. Privat he had two horses killed under him. Strange to say, he has never received a wound. On the 22d of October, 1870, when Marshal Bazaine announced to his Generals his intention of capitulating, De Cissey energetically protested, and insisted on an attempt to break through the Prussian lines. His plan was to muster all the resources the Army and the city still possessed, to serve out 180 cartridges and four days' rations to every man, to "requisition" for the Artillery all the remaining horses that were fit to march, and to make a supreme and energetic attempt. Probably few persons now doubt that this was the proper course to adopt. His conduct during the siege of the Commune is fresh in the memory of Paris and Versailles—how he made his sudden entrance at the Luxembourg and spoilt the game of the wretches who had planned the destruction of all that part of Paris on the left bank of the Seine. The record of General de Cissey's services shows 25 campaigns and 13 honourable mentions in the Orders of the Day. He is Grand Cross of the Legion of Honour, and wears the orders of the Bath, the Medjidie and other foreign decorations. In short, the new Minister of War is very much respected, and there is no reason why he should not be found equal to all that is likely to be required of him in his present post.

There is no doubt we were very near having a Left Centre Government, or at least one in which that Party would have been largely represented. It is said to have been after conversations with M. Lucien Brun and M. Leon Renault that the Marshal finally inclined the other way. In the course of the negotiations he is reported to have said that it was sought to drive him to a *coup detat*, in spite of himself, and to make him run counter to the sense and spirit of the vote of the 20th and 24th of November—in other words, to organize the Septennate in a Republican sense, which certainly was not the meaning of that vote. The *Temps* holds that the discussion of the Constitutional Laws has become more than ever inevitable, that M. de Broglie understands this, and that he fell from power because he understood it too late. It says it was believed yesterday that the Marshal clearly saw the consequence of Saturday's vote. He sent for M. Waddington, who had plainly declared himself for the organization of the impersonal Septennate, and who could have brought a great part of the Left to support that programme. The idea was also known to be not repugnant to the Right Centre, since that Party had submitted it to the Moderate Right, and since MM. Decazes and d'Audiffret-Pasquier appropriated it by the very fact of their entering the Ministry with MM. Mathieu Bodet-Cezanne and Waddington. It was even said that the programme of M. Waddington and his friends was accepted and signed by MM. de Goulard, Decazes, and d'Audiffret-Pasquier. It was the veto of the Moderate Right which stopped everything, and, to speak candidly, that conclusion was to be anticipated. It was contradictory and chimerical to ask for the co-operation of the Moderate Right, which was known to be attached to the personal Septennate of the Duc de Broglie. It was necessary to act without and against that party under penalty of reverting to the 16th of May. The *Temps* believes that the Right Centre had ended by recognizing and declaring this, and hears that the Marshal would not agree to it, and if this be the case it says "he departed from the Parliamentary tradition, that he has unquestionably the right to name and to dismiss his Ministers, but that there is no responsible Ministry without solidarity, and no Parliamentary Ministry without a majority." The *Debats* says that the Ministerial crisis is but suspended, and will be terminated only when Marshal MacMahon shall have found men resolved to agree to a programme which shall obtain the support of a majority of the National Assembly. The *Journal de Paris* thinks it unnecessary for the New Cabinet to have a programme, and that its members only need to set forth what it calls "a line of conduct." It is presumable this ingenious paper understands what it means, for it attempts to explain it to its readers, but such hair-splitting subtleties are not worth dwelling upon.

A delegation from the Republicans of the Gironde waited upon M. Thiers this afternoon, the anniversary of his fall from power, at the Hotel Bagration, his temporary residence, pending the completion of his house in the Place St. George's, to ask his acceptance of a handsome commemorative medallion as a testimony of gratitude from the Department, which in 1871 was chosen at the first place of meeting of the National Assembly. The address enumerated the services rendered by M. Thiers to France, to liberty, and to the Republic. M. Thiers replied as follows:—

"I thank you, gentlemen, for your presence here, for the beautiful gift you have undertaken to transmit to me, and, above all, for the sentiments of which you have brought me the expression, and which I wish I fully deserved. I think, however, that by my devotedness I have deserved a part of them, and I am happy to be able to speak with this confidence before you, representatives of the Gironde, among whom I received power, and in the presence of whom I made the first use of it. It is you whom I am glad to take for witnesses and whom I am happy to have for judges this day (the 24th of May). Certainly, when the National Assembly a year ago, in the exercise of its right, detached itself from me, it could not be said, in presence of the country tranquillized, of order restored, of credit suddenly revived, of the territory liberated by my efforts and by those of my worthy colleagues, that I had made a bad use of the power confided to me. But one reproach was addressed to me, and it was that I had not known how to bring back the country into the path of Monarchy, or that I had not chosen to do so. Well, gentlemen, you have all seen, and I ask you to declare whether at Bordeaux, in your noble city, then so animated, in presence of all those populations of the South confederated for the Republic, in presence of Paris ready to rise and disposing of immense forces, could we proclaim the Monarchy? Could we even have taken the Government and made the authority of the Assembly recognized if we had announced that it came to abolish the Republic; and did any one then propose it? Undoubtedly I heard more than one honourable Deputy express regret that the thing was impossible, but I heard nobody propose it. And a month later, when having arrived at the gates of Paris, which had to be torn from anarchy, we were obliged to declare, in the name of the Assembly itself, that it was not for the Monarchy but for social order, which was imperilled, that we fought—was it possible suddenly to proclaim the Monarchy; and if we dared not do it in presence of danger, should we have been able, impudently belying ourselves, to do upon the morrow the contrary of what we had announced upon the eve? Did any one dare propose it? And a month later, when we were obliged to ask our daily bread of the Bank, when it was necessary suddenly to find 500 millions in order to get rid of the Prussians only a few leagues from Paris, was it by causing the country the emotion which could not have failed to be produced by the abolition of the Republic, that we should have been able to obtain that sudden appeasement for two years which permitted us to contract prodigious loans, to win back our territory Department by Department, and to re-establish France in the esteem of nations by the sudden revelation of the vast extent of her resources? It is with the Republic, in its name, with the calm which its loyal acceptance produced in the masses, that we were able to obtain two years of unhoped-for calm and to realize the facts you are pleased to-day to describe in such honourable terms. And to those facts, for which, perhaps, may be claimed some merit of execution, do you know what was the real merit of my colleagues and myself? It was that we had taken a clear view of the situation, and had understood that in the present state of the country the Republic was the only possible form of Government. That is the act of reason of which I spoke a few weeks ago, and which must be accomplished in order that the country may regain security, and, with security, activity in industry and revival in trade. Besides this the latest events supply the strongest proof of what I here advance. . . The men who succeeded me, who succeeded me to make the Monarchy which I did not make, have they made it? They have had a whole year to prepare it and bestow it upon us. They have had the material force, the authority of the Assembly, power unreservedly exercised (sans ménagement). Have they re-established the Monarchy? No one assuredly would dare to say that they did not wish to do so, and, if wishing it, they have not done it. Apparently it is because they were unable. The obstacle, it will be said, was to be found in political parties; but those parties will be found in opposition to-morrow as they were found yesterday. And, besides, who and what are those parties? They are the masses of the people deeply attached to the Republican form. They are the Monarchical parties themselves desiring the Monarchy, but not desiring the same Monarchy, and always ready to coalesce against that one of the three dynasties to which the preference should be given. That, gentlemen, is the lesson to be learnt from this date of the 24th May. Let us not accuse men, let us not irritate them by accusations, and let us seek in the latest events no opportunity of recrimination, but wholesome instruction. The lesson in this—the men who accused me of not having restored Monarchy in France have had in their hands for a year power, material strength, a Monarchical majority, and they have not re-established that Monarchy, simply because they could not do so. The country has profited by the lesson, and shows it with an astonishing perseverance each time it has a Deputy to elect. It has understood that, to avoid civil war, to obtain tranquillity and productive labour, it must accept the Government which will blend all parties in one, composed of all good citizens, whatever their origin and their opinions, to reorganize France, and so lead her to a better future, and that Government can be no other than the Conservative Republic. And if to-day so many difficulties are met with in the Assembly to compose a Ministry which may obtain a majority, it is because people will not acknowledge the truths which I state here. Unfortunately, the National Assembly, representing our divisions, has the greatest difficulty in constituting a stable an homogeneous majority. But let us not accuse it. Let us respect it and know how to await from it salutary resolutions. Let us hope that, after its most recent experience, the Assembly will join us in admitting the necessity of taking the country for judge and for Sovereign arbitrator of the discords which divide it. When the country named it, it limited neither its mission nor the duration of that mission; it left it to its reason, to its loyalty, and to its delicacy to determine the extent of its task and the time required for its accomplishment. If it found itself unable to go on, it would disregard the conditions which reason imposes on every deliberative assembly. From the moment it can no longer furnish a majority, it no longer has the means to govern, and when it can govern no longer it has no longer the right to attempt it. But let us trust to it and await what I have called an act of reason, which will do it honour in the eyes of the nation, and bring back to it the suffrages it has estranged. Let us hope especially that it will understand that the longer it waits the less moderate and prudent the future elections will be. For my part, desirous only of repose and study, environed by the affection of my friends and the concord of my countrymen, I speak to you, as I do, only because I am inspired by a strong conviction and by an experience of men and things to which my claim is generally admitted. I thank you again for your testimony, and in shaking hands with your late Mayor, so justly regretted by you, I most cordially shake hands with you all."

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